

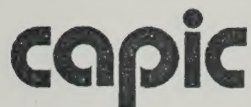
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1995

AGENDA / MINUTES

CENTRAL AREA PLAN
IMPLEMENTATION
COMMITTEE

JAN. 20, 1995

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1995**CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE**

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, January 20, 1995

TIME: 9:30 a.m.

PLACE: Room 233, 2nd Floor
Hamilton City Hall**AGENDA**

1. Chairperson's Remarks
2. Minutes of CAPIC Meetings held November 11, 1994
and December 9, 1994
3. Review of 2nd CAPIC Forum on Downtown - Sub-committee
4. Discussion of 3rd CAPIC Forum on Downtown - All
5. Other Business
6. Members Reports
7. Report on Gore Park Fountain - Bob Chrystian
8. Next Meeting/Adjournment

URBAN MUNICIPAL

JAN 18 1995

GOVERNMENT DOCUMENTS

If you cannot attend the meeting, please contact Vanessa Grupe at 546-4160.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

November 11, 1994

In Attendance:

R. Elman, Chairperson, Durand Neighbourhood Association
A. Lomax, Hamilton Automobile Club
G. Kennedy, Metro Hamilton Real Estate
K. Nolan, Hamilton-Wentworth Separate School Board
G. Simmons, Vice-Chairperson, North End Neighbourhoods
J. Eyles, McMaster University
Alderman W. McCulloch, Ward 2

Staff:

M. L. Tanner, Co-ordinator, Local Planning

Agenda:

1. Chairperson's Remarks

R. Elman welcomed those present. An invitation to the Bay Area Restoration Council's Watershed Conference was circulated.

2. Minutes of October 14, 1994

It was moved by John Eyles and seconded by Gil Simmons to adopt the minutes.

Carried.

3. Business Arising from the Minutes

- i) Downtown Forum Series - the first forum is scheduled for December 8th, 7:00 p.m., Board of Education Building. John Gartner is not available, however, an alternate is being arranged.
- ii) Report on Parks - the draft of the report is being reviewed internally. It is scheduled for the next Planning and Development Committee meeting.

- iii) Ad Hoc Committee on Parking Lots - the first meeting is scheduled for November 23rd.
- iv) Hamilton's Sesquicentennial - the letter was sent. It was agreed that a further letter would be sent suggesting the following:
 - a) a historic walking trail in downtown Hamilton;
 - b) signs located at the 1846 boundary limits of the City of Hamilton marking the original city limits;
 - c) the original street name of City streets where a name change has occurred.

4. Development Update

Mary Lou Tanner presented the update.

5. Ferguson Avenue Redevelopment

Mary Lou Tanner presented the Master Plan.

6. Member's Reports

- i) John Eyles - A Youth Round Table on the Environment will be established with meetings on the following topics:
 - Youth and Municipal Government;
 - The Sustainable Region; and,
 - Environmental Education.

7. Adjournment

It was moved by John Eyles to adjourn.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday December 9, 1994

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Gil Simmons - Vice-Chairperson
Gerry Kennedy
John Eyles
Kay Nolan

Jim Drake
Graeme McTaggart

REGRETS

Bruce Rankin
Mary Pocius
Richard Maraj

John Nolan
Art Lomax
Paul Ortmann

STAFF AND OTHERS

Mary Lou Tanner Coordinator

Durand Neighbourhood Association
Alderman Ward 2
North End Neighbourhoods
Metropolitan Hamilton Real Estate Board
McMaster University
Hamilton-Wentworth Roman Catholic
Separate School Board
Beasley Neighbourhood Association
Downtown BIA

Hamilton Society of Architects
International Village BIA
Region of Hamilton-Wentworth Committee
for Persons with Physical Disabilities
Past Vice-Chairperson
Hamilton Automobile Club
Stinson Community Association

Local Planning

1. Chairperson's Remarks

Russell Elman called the meeting to order at 9:40 a.m. and welcomed those present. It was moved by Gil Simmons and seconded by Kay Nolan that Alderman McCulloch invite one of the Aldermen from Ward 3 to sit on CAPIC. Carried.

2. Minutes of November 11, 1994 Meeting

The minutes were deferred to the next meeting.

3. Forum Series

General discussion ensued on the forum series, the first of which was held on December 8, 1994. For the forum on January 12, 1995, it was agreed that Gil Simmons would request Dr. Stuart Smith to speak on business issues facing downtown.

It was also suggested that the publicity include requests for the vision that members of the business community have for downtown.

4. Member's Reports

None

5. Adjournment

It was moved by Gil Simmons that the meeting adjourn.

Carried

MLT/

DOWNTOWN

Casino, tax breaks some core revitalization ideas

Meter parking, cleaner streets, sign bylaws among suggestions at forum

By BRAD HONYWILL

The Spectator

A casino, subsidized parking, tax breaks, cleaner streets, sign bylaws, some sort of visual attraction were just some of the suggestions made at a forum last night on revitalizing Hamilton's ailing downtown core.

"I don't know whether to laugh or cry when I think about this downtown," said one man in the audience at the Hamilton Board of Education auditorium.

"Hamilton needs something to draw people to the centre of town like a casino."

The forum, the second in a series sponsored by McMaster University and a sub-committee of Hamilton's Planning and Development Committee, attracted about 100 people and

dealt specifically with business issues.

The casino idea drew a mixed response from the audience, but several people agreed that an attraction was needed.

"I believe we need some sort of visual attraction to get people to the downtown because shopping malls have taken all the business and you're not going to get that back," said Konstantine Takis.

Mr. Takis, owner of a downtown parking lot business, said metered street parking would also help the core. While it may hurt his parking lot business, he said, getting people to the downtown would increase the value of his location and then he could do something he really wanted to do — put up an office building.

But Glen Swire, owner of several Kentucky Fried Chicken outlets, said

the major problem is the cost of realty taxes in the downtown. Mr. Swire, who closed a downtown KFC outlet last year, said he was paying a realty tax on the land of \$23 per square foot compared to \$8 and \$9 at locations just outside the core.

Alderman Marvin Caplan, a former president of the Downtown Business Improvement Area (BIA), said he supports many of the ideas in a plan about to be released by Mayor Bob Morrow.

The plan calls for lower taxes in the downtown, stronger measures to prevent the demolition of older buildings, and stricter controls over signage.

Mr. Caplan got a mixed reaction when asked if people favored diverting money from some other area of the city to support the downtown. But he got applause when people were asked if they were willing to spend another 10 minutes getting home at night if it meant more street parking.

The next forum, on Feb. 16, will discuss downtown neighborhoods.

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, February 10, 1995

TIME: 9:30 a.m.

PLACE: Room 233, 2nd Floor
Hamilton City Hall

URBAN MUNICIPAL

FEB 15 1995

AGENDA

GOVERNMENT DOCUMENTS

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held January 20, 1995
3. Task Force to Review Sub-Committees
4. Discussion of CAPIC Forums on Downtown - All
5. Status Reports
 - a) CN Station
 - b) West Harbourfront Study
 - c) Gore Park Fountain
6. Members Reports
7. Other Business
8. Next Meeting - March 25, 1995

If you cannot attend the meeting, please contact Vanessa Grupe at 546-4160.



2.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Friday January 20, 1995

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Gil Simmons - Vice-Chairperson
Art Lomax
Gerry Kennedy

Durand Neighbourhood Association
Alderman Ward 2
North End Neighbourhoods
Hamilton Automobile Club
Metropolitan Hamilton Real Estate Board

REGRETS

John Eyles
Paul Ortmann
Graeme McTaggart
Kay Nolan

McMaster University
Stinson Community Association
Downtown BIA
Hamilton-Wentworth Roman Catholic
Separate School Board

STAFF AND OTHERS

Vanessa Grupe - Coordinator
Bill Janssen

Local Planning
Local Planning

1. Chairperson's Remarks

Russell Elman called the meeting to order at 9:35 a.m. and welcomed those present. He felt the second forum on the downtown had been a success, and thanked those who had made arrangements for it.

2. Minutes of November 11, 1994 and December 9, 1994 Meetings

It was moved by Gil Simmons and seconded by Gerry Kennedy that the minutes of these two meetings be adopted. Carried

3. Committee Business

Russell Elman welcomed Vanessa Grupe, the new CAPIC Coordinator. He expressed thanks to Mary Lou Tanner for all her assistance in the past.

The next CAPIC meetings will be held February 10, March 24, April 21 and May 12, 1995.

4. Review of Second CAPIC Forum

It was felt the forum had been a success. A written record will be produced, noting all the suggestions and ideas. It was felt discussion could have gone on longer. The need for an expert urban economist(s) to analyze the state of the downtown was noted, and it was asked whether this could be done through McMaster and/or other schools. There is a need for more brainstorming on issues, such as parking. A strategic plan for the downtown is to be developed, as a result of the forums.

5. Discussion of Next CAPIC Forums

Possible speakers were discussed, including Helaine Ortmann, David Beland, and a panel of representatives from each downtown neighbourhood. It was decided to invite Helaine Ortmann to be the main speaker, and provide lots of time for open discussion. One person from each core neighbourhood association might be given 5 minutes to speak.

Gil Simmons will ask Stuart Smith about speaking at the 4th Forum on March 23, 1995.

6. Other Business

- a) West Harbourfront Study - Public sessions will be held soon, in February. John Eyles had asked about CAPIC's position on this matter, which is contained in a recent report to the Planning and Development Committee. The CN Study on the relocation of the Stuart St. Yard will be available soon.
- b) CN Station - The Splendid Cathay proposal for the station is currently being reviewed. It involves major new development around the station, with the Children's Museum being relocated to the station.

- c) Street Fair - Alderman McCulloch noted a Street Fair will be held on May 11-14, 1995 at Gore Park. Road closures, bus routes and other impacts are under review by two committees.

7. Report on Gore Park Fountain

Bob Chrystian outlined the three alternative locations being considered. The recommended option involves the closure of a portion of Hughson St., and the fountain being placed at the closure. This new focus area would conform to the Mokrycke study.

It was moved by Gil Simmons and seconded by Gerry Kennedy that the recommended location of the fountain, at King St. and the middle of Hughson St., be adopted by CAPIC. Carried Art Lomax was recorded as in objection to this location.

Also discussed were washrooms, perimeter walkways, and armour stone in Gore Park.

8. New Business

- a) Membership - There were concerns about the low attendance at CAPIC, and the reasons for it. Seniors and disabled no longer have representatives on CAPIC, and these must be sought. Interesting agenda items and articles were suggested, as well as an assessment of the state of the downtown. in economic and planning terms. Members only report back on CAPIC matters to the other groups which they represent if necessary. It was asked that several more items be added to the agenda on a regular basis, to ensure the status of these is updated.

Gil Simmons suggested that past CAPIC members be invited to the March 25 meeting, to generate some fresh interest, and discuss where to go from here. Staff were also asked to check the status of the Urban Design Committee.

9. Adjournment

It was moved by Gil Simmons to adjourn at 12:30 p.m.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1995 January 30

REPORT TO: Stella Glover, Secretary
Planning and Development Committee

FROM: Susan K. Reeder, Secretary
Task Force to Review the Sub-Committee Structure

SUBJECT: Recommendations - Sub-Committees reporting to the
Planning and Development Committee

RECOMMENDATION:

That the following recommendations respecting the Sub-Committees which report to the Planning and Development Committee be approved:

(a) Urban Design Committee

- (i) That the Urban Design Committee be disbanded; and,
- (ii) That a new Committee, entitled "Citizens Planning Advisory Committee", be established to provide citizens with the opportunity to have input on planning studies. The membership would be broad based with representatives from various stakeholders in the community as well as citizens at large.

Note: The intent of this restructuring is to provide for improved citizen participation by having one Citizens Policy Planning Committee, which would be better able to respond to City wide issues.

The above recommendation also applies to C.A.P.I.C. and the GO Transit Advisory Committee.

(b) Central Area Plan Implementation Committee (C.A.P.I.C.)

- (i) That the Central Area Plan Implementation Committee be disbanded; and,
- (ii) That a new Committee, entitled "Citizens Planning Advisory Committee", be established to provide citizens with the opportunity to have input on planning studies. The membership would be broad based with representatives from various stakeholders in the community as well as citizens at large.

Note: The intent of this restructuring is to provide for improved citizen participation by having one Citizens Policy Planning Committee, which would be better able to respond to City wide issues.

The above recommendation also applies to the Urban Design Committee and the GO Transit Advisory Committee.

(c) Business Land Use Advisory Board

That the Business Land Use Advisory Board be disbanded

(d) Downtown Action Plan Co-Ordinating Committee

That the Downtown Action Plan Co-Ordinating Committee continue as a Sub-Committee of the Planning and Development Committee

(e) Local Architectural Conservation Advisory Committee (L.A.C.A.C.)

- (i) That the Local Architectural Conservation Advisory Committee continue as a Sub-Committee of the Planning and Development Committee; and,
- (ii) That L.A.C.A.C. and the Planning and Development Department staff, review the mandate, name and staff support of its Research Sub-Sub Committee.

(f) Central/Beasley Neighbourhood Plan Review Team

That the Central/Beasley Neighbourhood Plan Review Team be considered a Task-oriented group, and that the following guidelines be applied:

- (i) Members are appointed per Council approved process
- (ii) The terms of reference clearly define the task

Page Three
Planning and Development Committee

- (iii) The terms of reference, and appointment of members, clearly define the completion date and disbanding date
- (iv) Notes, not minutes, are taken at the meetings. The notes will reflect the conclusions reach during the discussion of each Agenda item
- (v) In accordance with Council policy, members will receive a Certificate of Appreciation at the conclusion of the task.

Note: These same guidelines will apply to all future Task-oriented groups.

(g) Durand Neighbourhood Plan Implementation Committee

That the Durand Neighbourhood Plan Implementation Committee be disbanded as a Sub-Committee of the Planning and Development Committee

Note: The Committee has completed and fulfilled its mandate. It is now functioning well on its own in dealing with neighbourhood planning issues and services in the Neighbourhood.

(h) Beach Neighbourhood Plan Implementation Committee

- (i) That the Beach Neighbourhood Plan Implementation Committee be considered a Task-oriented group; and,
- (ii) That the Committee meet twice yearly and that the Beach Preservation Committee work with the Implementation Committee outside of the Committee meetings.

(i) Kirkendall/Chedoke Neighbourhood Plan Implementation Committee

That the Kirkendall/Chedoke Neighbourhood Plan Implementation Committee be disbanded

(j) Ferguson Avenue Redevelopment Team

That upon completion of the Ferguson Avenue Master Plan, the Ferguson Avenue Redevelopment Team be disbanded

(k) CN Station Citizens Advisory Committee

That the CN Station Citizens Advisory Committee be considered as a Task-oriented Committee

(l) Central/Beasley PRIDE H.INT. Citizens Advisory Committee

That upon completion of the Programme, the Central/Beasley PRIDE H.INT. Citizens Advisory Committee be disbanded

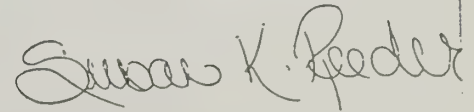
(m) GO Transit Advisory Committee

(i) That the GO Transit Advisory Committee be disbanded; and,

(ii) That a new Committee, entitled "Citizens Planning Advisory Committee", be established to provide citizens with the opportunity to have input on planning studies. The membership would be broad based with representatives from various stakeholders in the community as well as citizens at large.

Note: The intent of this restructuring is to provide for improved citizen participation by having one Citizens Policy Planning Committee, which would be better able to respond to City wide issues.

The above recommendation also applies to the Urban Design Committee and C.A.P.I.C.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Changes to the Sub-Committee structure, as referenced above, will realize significant savings in the area of staff resources and meeting expenses.

BACKGROUND:

City Council, at its meeting held 1993 September 28th, approved the formation of a Task Force to Review the Sub-Committees. The creation of this Review arose as a result of an Internal Audit on the costs of staff resources and meeting expenses incurred by the Sub-Committees.

The Task Force consisted of the Chairpersons and Vice-Chairpersons of the four Standing Committees of City Council.

Page Five
Planning and Development Committee

The Chairpersons and Vice-Chairpersons of each Standing Committee met with the applicable staff involved in providing resources to the Sub-Committees. From those meetings, recommendations were formulated, and brought back to the Task Force for discussion.

The Task Force, at its meeting held 1995 January 24th, have approved the above-noted recommendations with respect to the Sub-Committees of the Planning and Development Committee.

February 1, 1995

Forum Series on Downtown Hamilton

- February 16, 1995 Forum on Downtown Neighbourhoods

The Central Area Plan Implementation Committee (CAPIC), a sub-committee of the Planning and Development Committee, and McMaster University through its Environmental Health Program, are hosting a series of discussions on the issues facing downtown Hamilton. Out of these discussions, the Implementation Committee will develop a strategic plan to assist in revitalizing the downtown. The first forum, on what makes cities thrive, was held on December 8, 1994. The second forum, on business in the downtown, was held on January 12, 1995.

All are invited to the third forum in this series:

SUBJECT: Neighbourhoods in the Downtown
DATE: Thursday, February 16, 1995
TIME: 7:00 p.m.
PLACE: Hamilton Board of Education Auditorium
100 Main Street West

The primary speaker will be Helaine Ortmann, President of the Stinson Community Association, who is very active in neighbourhood associations and other community work. She will speak on neighbourhoods and their role in revitalizing the downtown. An open discussion period will follow.

The final forum, a wrap-up session, is scheduled for March 23, 1995.

For further information, please contact:

Vanessa Grupe, Planner, Planning and Development Dept., 546-4160
Monica Anderson, Environmental Health Program, McMaster University, 525-9140, X 27559

CAPIC Forum on Downtown - Meeting 1 of 4 - December 8, 1994

Speech by Frank Lewinberg; Berridge, Lewinberg, Greenberg

Strategies:

- * **To analyze, understand and create policies concerning downtown as a whole**
 - must consider what is happening across whole city (and region if applicable) when making decisions regarding downtown
- * **To encourage new development in downtown core**
 - make it easy for businesses to locate within the downtown area by developing and enforcing legislation
- * **To de-regulate land use controls**
 - allow for a mix of commercial and residential uses; let market demands dictate what is needed/desired
- * **To understand the relationship between actions taken at the edge and the needs of downtown**
 - to identify that development at the edge adversely affects downtown
- * **To enforce regulations of height, location and density of development**
 - ensuring positive streetscape aesthetics
- * **To analyze how public money is invested in downtown**
 - upgrading existing characteristics (eg. landscaping portions of sidewalk)
- * **To prepare the land for future private developments**
 - building more parking; environmental clean-up; adding a public institution; landscaping a park; enhancing transit service
- * **To preserve, nurture and enhance inner residential neighbourhoods**
 - serve as part of the core, a bridge to the rest of the city

Main Comments & Responses

- * **Ring road system:** was planned for the area 30 years ago; the impact of one on the downtown area for a city of this size?
 - **Not feasible;** basically stopped doing this 20 years ago; cannot think of a good reason for it; should direct funds toward public transit
- * **Parking problem in downtown area;** parking problem forcing people to go to malls on outskirts; any way to eliminate this problem?
 - **Cannot look at parking in isolation;** should look at

parking in relation to public transit; we need parking and it is the only way to attract people downtown; solve with parking structures, on-street parking

- * **Gentrification**; if more people are living downtown then there will be more services, therefore easier to gentrify; there are people living in affordable housing; proposal to bring low income housing downtown; how do you propose gentrification?; how to bring back a neighbourhood once it is deteriorated?
- **Gentrification is a cycle**; hard to make it happen unless downtown is healthy; people generally want to be close to downtown
- * **Does downtown have to mean retail?**; is there Canadian experience that could lead to non-retail revitalization?
- **Retail is necessary**; have to let people/entrepreneurs try different things and be less restrictive; have to find solutions appropriate to circumstances
- * **Preservation of historic/architecturally significant buildings**; there is a lot of empty space in old buildings in the downtown area; Hamilton notorious for ripping down older buildings; concern for older buildings not universal; costs to renovate outweigh return profits; no one wants to locate downtown due to high costs therefore building remains vacant
- * **One-way street layout in downtown area**; more traffic in downtown core causes people to leave faster; causes congestion; have to make lengthy trip to get anywhere downtown; people coming from Niagara must pass through downtown causing more congestion
- **Congestion = health**; causes people to take public transit; our one-way street system is excellent, a bad one will cause grid lock
- * **Business taxes in downtown area**; there is political will to lower taxes downtown but not will to raise taxes elsewhere; possibly should even out taxes; possibly should introduce market value assessment
- * **Old problems coming to public attention now**; issues should have been addressed a long time ago; more and more people should be involved
- * **Subgroups should be formed to deal with each concern**

CAPIC Forum on Downtown - Meeting 2 of 4 - January 12, 1995

Speech by Marvin Caplan; Alderman - Ward 1, Business owner

- * **Unhappy with the way CBD feels;** boarded up stores, lack of people
- * **Traffic pattern works well for cars, not pedestrians;** lots of landmarks along King St but are being ignored; streets are not "pedestrian friendly" - sidewalks too narrow; have to separate people and cars
- * **Have to make downtown work again;** have to attract large corporations (ie. large department stores); have to dedicate large amounts of money that isn't available to revitalization of downtown; must find ways to create good jobs in downtown area
- * **CBD is too big;** hard to know where to focus efforts; no true "centre";
- * **Jackson Square very easy to get into, hard to get out of;** when Jackson Square was built downtown wasn't bad; shopping centres were built and extended the store hours including Sundays - downtown did not - therefore Limeridge Mall became a success
- * **Problems with transit systems;** not as successful as they should be
- * **CBD taxes very high;** based on old rates ('74-'78) when downtown was thriving, lots of people downtown and no Limeridge Mall; now very expensive to start a business downtown
- * **Infrastructure;** Ancaster and Flamborough have green fields but infrastructure is here
- * **Democracy part of solution;** have to get people involved (ie. these forums); has to be people based
- * **Mayor's plan to council:**
 - 1) make taxes lower in core
 - 2) discover what is unique about CBD
 - 3) powers of expropriation
- * **Politicians need to be proactive;** 80-90% of time spent responding, not acting
- * **City intervention;** should take over some of downtown properties to initiate rejuvenation of downtown

Main Comments & Responses

- * **Hamilton needs attractions;** should get casino or something similar to draw people; can't compete with Toronto; need more money to strengthen downtown; perhaps approach Hong Kong or China for \$; trolley through downtown for pick-up and drop-off; should think in terms of blocks of eclectic stores and cafes
- * **Communication;** have to let people know what kinds of services and conveniences can be offered downtown; need to advertise jointly; should have newsletter for CBD people

- * **Keep people downtown longer;** ie. free ride to Downtown core on GO Train instead of going by car
- * **Parking problems;** should introduce angled metered parking; no one knows about free half hour parking; have to introduce various schemes to solve parking problem and attract more people to the downtown core; "Park in the Heart" program needs to be better publicized; have to make it cheaper to drive downtown than to take the bus; should attempt to make parking prices the same as on the Mountain; people looking for less expensive short-term parking; disadvantage - malls have free parking
- **Inappropriate to subsidize municipal parking;** should not compete with private parking operators
- * **Personal safety;** need more police presence in downtown area
- * **Clean up downtown;** too many posters on posts - should put black plastic mesh around posts to prevent this problem; more trees and flowers along sidewalks; more benches along sidewalk
- * **3 major forces dominate the downtown problem:**
 - 1. market - more shoppers = more quality merchants
 - 2. transportation - one-way street system too good
 - 3. taxes - CBD should be taxed at the same rate as the Mountain
 - taxes have to be lowered
 - 40 businesses closed in downtown area since 1987
- * **Change in street layout;** should make King Street a 2-way street; street closures and more sidewalk cafes
- * **Changed vision of CBD;** streets will never again be lined with stores; have to change thinking and allow for other types of businesses; may be able to keep people in the downtown area

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1995



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN MUNICIPAL

March 13, 1995

MAR 23 1995

Forum Series on Downtown Hamilton
- March 23, 1995 Forum on Downtown Hamilton

GOVERNMENT DOCUMENTS

The Central Area Plan Implementation Committee (CAPIC), a sub-committee of the Planning and Development Committee, and McMaster University through its Environmental Health Program, are hosting a series of discussions on the issues facing downtown Hamilton. Out of these discussions, the Implementation Committee will develop a strategic plan to assist in revitalizing the downtown.

The first forum, on what makes cities thrive, was held on December 8, 1994. The second forum, on business in the downtown, was held on January 12; and the third forum on neighbourhoods in the downtown was held February 16, 1995.

All are invited to the final forum in this series, a wrap-up session:

SUBJECT: Revitalizing Downtown Hamilton
DATE: Thursday, March 23, 1995
TIME: 7:00 p.m.
PLACE: Hamilton Board of Education Auditorium
100 Main Street West

The primary speaker will be Mayor Robert M. Morrow, who has played an active role in addressing downtown issues, and in initiating The Mayor's Task Force on Downtown Revitalization. An open discussion period will follow.

All are welcome to attend, to participate in the discussion, and provide their own comments and suggestions.

For further information, please contact:

Vanessa Grupe, Planner, Planning and Development Department, 546-4160
Monica Anderson, Environmental Health Program, McMaster University, 525-9140, X 27559



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, March 24, 1995

TIME: 9:30 a.m.

PLACE: Room 219, 2nd Floor
Hamilton City Hall
(Please note room change)

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held February 10, 1995
3. James Mountain Road Project - Pam Hubbard, Special Projects
4. CAPIC Future Directions
 - a) Role and Mandate; Focus and Directions
 - b) Membership Review
5. Forums on Downtown; Strategic Plan for Downtown
 - a) Written Submissions Received
6. Status Reports
 - a) CN Station
 - b) West Harbourfront Study
 - c) Gore Park Fountain
 - d) Official Plan Review
 - e) GO Area Study
 - f) Status of Downtown Development
7. Members' Reports
8. Other Business
 - a) Information Items
9. Next Meeting - April 21, 1995

If you cannot attend the meeting, please contact Vanessa Grupe at 546-4160.



2.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Friday February 10, 1995

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Gil Simmons - Vice-Chairperson
Art Lomax
Gerry Kennedy
Paul Ortmann
Graeme McTaggart
Mary Pocius
Jim Drake

Durand Neighbourhood Association
Alderman Ward 2
North End Neighbourhoods
Hamilton Automobile Club
Metropolitan Hamilton Real Estate Board
Stinson Community Association
Downtown BIA
International Village BIA
Beasley Neighbourhood Association

REGRETS

John Eyles
Kay Nolan

McMaster University
Hamilton-Wentworth Roman Catholic
Separate School Board

STAFF AND OTHERS

Beverley Globus
Vanessa Grupe - Coordinator
Bill Janssen

Guest - Durand Resident
Local Planning
Local Planning

1. Chairperson's Remarks

Russell Elman called the meeting to order at 9:35 a.m. and welcomed those present. He had received a letter from Kay Nolan, who wishes to resign from CAPIC. Her resignation was received with regret. Staff will send a letter of thanks, and will ask the school board for a new representative. The public school board will also be asked. Russell Elman also noted the recent project start-up for the James Mountain Road project.

Reconstruction of this road had been initiated in 1989, but was later put on hold.

2. Minutes of January 20, 1995 CAPIC Meeting

It was moved by Art Lomax and seconded by Paul Ortmann that the minutes of the January 20, 1995 meeting be adopted. Carried

3. Task Force to Review Citizen Advisory Committees

Russell Elman noted a review of all City citizen-based advisory committees had begun a year or two ago, as a result of an internal audit on the costs of staff resources and other expenses related to these committees. It had been proposed to merge CAPIC, Urban Design and GO Transit Advisory Committee, to form a citizens planning advisory committee with a general mandate. At the February 8, 1995 meeting of Planning and Development Committee, it was instead recommended these three committees be retained separately, in their present forms. This must be approved at Council Feb. (Mar.) 14.

Thus CAPIC will continue as a separate committee, and it is timely now for CAPIC to review its role and future directions, as well as its membership, and role relative to the Urban Design Committee; the purpose being to revitalize CAPIC. Some felt Urban Design, which has not been active recently, could act as a subcommittee of CAPIC.

The next CAPIC meeting on March 24 will be an open session, to which will be invited all former members, and all Urban Design Committee members. The agenda will include discussion of CAPIC's future role and direction. Membership will also be addressed, including the need for replacement members from various agencies (such as architects, seniors, Central and Corktown neighbourhoods), and more members at large. Alternate members are important, to ensure representation. Personal invitations by mail or phone of Urban Design Committee members may be desirable. The March 24 meeting will also address the strategy for downtown, based on the Forums, so discussion on CAPIC role and future directions should be limited to one hour.

4. Discussion of CAPIC Forums on Downtown

- a) Third Forum, February 16, Neighbourhoods in the Downtown - Vanessa reported on preparations for the next forum. Notices have been sent out to the mailing list of advisory committee reps. and those who have attended part forums. Helaine Ortmann will speak on political will, role of the press, social involvement, etc.
- b) Final Forum, March 23, Wrap-up - Gil Simmons had suggested Stuart Smith as a speaker for the final forum; however, for various reasons, this will not be possible. Several other names were suggested, such as John Gartner; someone from McMaster; or the private sector. The sub-committee on the forums will decide on a speaker within the next 10 days, and proceed with arrangements.

- c) Internet / Freenet - Vanessa and Russell reported on their ideas about opening a discussion group or news forum on the subject of downtown Hamilton. We could seek possible solutions for Hamilton, including ideas and success stories from elsewhere in the world. Russell said the Hamilton Freenet should be underway by the end of April. Vanessa has put Ron Marini and Mark Bekkering in touch with Russell, to discuss an Internet forum. Such an approach would not replace public forums such as those being held, but might augment them.

5. Status Reports

- a) CN Station - Bill Janssen provided a brief overview of the proposed Splendid Cathay mixed-use development at the CN Station. Art Lomax expressed concerns that the bulk of the new buildings is too great relative to the station. It was felt there was no need for CAPIC to act now on this proposal.
- b) West Harbourfront - The relocation of the CN train storage yard, at a cost of \$100M, is being discussed, as well as a heritage study. Public information meetings were held Feb. 6 and 8, and will be held Feb. 13. There was discussion about the role of Planning staff and CAPIC with respect to these and other studies. Parks staff will be invite to a future CAPIC meeting to provide an update.
- c) James Mountain Road - A review of reconstruction needs has recently been initiated by the Special Projects Office. Staff will attend the public workshop on February 15, and will convey that CAPIC wish to be involved in this review.
- d) Official Plan Review - Approval has recently been given for a major 5 year review of the City O.P.; timely due to recent Regional O.P. review and new planning legislation. This will include consideration of central area policies.
- e) GO Area Study - Planning staff are undertaking an urban design study of the vicinity of the GO Station, on municipal improvements needed to complement Station renovations. The findings were presented to the GO Advisory Committee on December 15, are being summarized and there will be public forums held.

6. Members Reports

- a) Jim Drake discussed the Neighbourhood Association and the new Beasley community centre.
- b) Mary Pocius said 8 more merchants were lost in the BIA from Dec. 31 to Jan. 2; and that more action is needed, especially regarding fair assessment.
- c) Russell Elman noted the Thistle Club compromise which was reached.

7. Adjournment

It was moved by Gil Simmons to adjourn at 12:00 noon.

vg / CAPMINFE.95

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

TERMS OF REFERENCE

The mandate of the Committee is to advise the Planning and Development Committee on planning matters relating to the Central Area. Including:

- The Central Area Plan. Its update and revision;
- Strategies for implementing the policies of the Central Area Plan;
- Acting as a sounding board for development proposals;
- Co-ordinating initiatives in the Central Area;
- Monitoring Central Area matters;
- Supplying representatives to other committees to give a Central Area point of view.

Administrative

- The committee will be made up of representatives of organizations and individuals who together form a knowledgeable and balanced group.
- Changes in membership will be submitted by CAPIC to the Planning and Development Committee for approval.
- A Chairperson and Vice-Chairperson will be elected by CAPIC.
- The Planning and Development Department will be responsible for co-ordinating the Committee.

Background

- The Central Area is identified as the area bounded by Queen Street, Victoria Avenue, the Escarpment and the Bay.
- During 1979 and 1980, the Central Area Plan Advisory Committee prepared the Central Area Plan.
- In 1981, City Council adopted the plan.
- In 1983, City Council identified the need for a policy-oriented committee to implement the plan.

- The Central Area Plan Implementation Committee (CAPIC) was formed by Council in February, 1984, to concentrate on policy issues and their implementation.
- Since 1984, CAPIC has undertaken a major review of the Central Area Plan.
- Additionally, CAPIC has provided advice to the Planning and Development Committee on an ongoing basis.
- In 1988, City Council approved the revised Central Area Plan and it is in the process of being incorporated into the Official Plan.

MD/dkp
A:\TERMSREF.

November 1990

extract from Oct 7, 1993 report to
P&D Cttee from CAPIC re Harbour Front Park

BACKGROUND:

CAPIC's mandate is to advise and make recommendations (through the Planning and Development Committee) with respect to the implementation of policies set out in the Central Area Plan. The purpose of this Plan is to provide a guide for the development of the Central Area of the City (defined as the area from the Escarpment to the Bay and from Queen Street to Victoria Avenue) from the present into the next century; its goals include encouragement of "suitable waterfront development with appropriate links to the downtown". CAPIC's involvement entails an assessment of the possible directions of the Hamilton-Wentworth Region's evolution and consideration of various proposals for waterfront development. ←

extract from June 10, 1994 report from
CAPIC to P&D re CAPIC's Downtown Focus

time and creative thinking to address the current problems in the downtown. It is hoped that CAPIC's work can enhance current initiatives.

CAPIC was established by the Council to act as an advisory committee through the Planning and Development Committee on the implementation of the Central Area, and ensure that actions are undertaken and initiatives are co-ordinated. Providing a planning focus on the Downtown over the next several months will help the Planning and Development Committee to address the problems currently being identified in the area. ←

It is suggested that CAPIC provide an overall focus on the problems in the downtown, not to create any duplication to the initiatives already underway but to provide an overall framework in the context of policies established in the Central Area Plan. It is expected this will result in additional actions that will improve and enhance the downtown. In CAPIC's implementation strategy specific actions call for a study "to address specific requirements of the downtown core and to develop detailed policies and actions to fulfil those requirements".

CONCLUSION:

Based on the above, it is CAPIC's intent to establish its prime focus on the downtown. As a result CAPIC will undertake a strategic plan and approach for Downtown Hamilton and will prepare a plan of action.



4 b)

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

MEMBERSHIP (As of March 15, 1995)

Alderman Wm. McCulloch
Russell Elman, Chairperson
Gil Simmons, Vice-Chairperson
Art Lomax
Paul Ortmann
Jim Drake
Gerry Kennedy
John Eyles
Mary Pocius
Graeme McTaggart

Bruce Rankin
John Nolan
Bruce Charlton

Ward 2
Durand Neighbourhood Association
North End Neighbourhoods
Hamilton Automobile Club
Stinson Community Association
Beasley Neighbourhood Association
Metro Hamilton Real Estate Board
McMaster University
International Village B.I.A.
Downtown B.I.A.
Hamilton-Wentworth Separate School Board
Hamilton School Board
Committee on Physical Disabilities
Hamilton Society of Architects
Citizen Member

Hamilton Senior Citizens Council

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 October 22
P5-43-9B

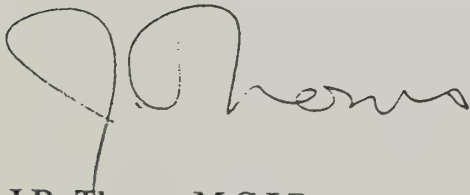
REPORT TO: Ms. Tina Agnello, Secretary
Planning and Development Committee

FROM: Mr. J. D. Thoms
Commissioner of Planning and Development

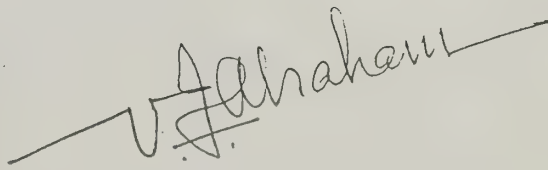
SUBJECT: Updated membership - Central Area Plan Implementation
Committee

RECOMMENDATION:

That the current list of members of the Central Area Plan Implementation Committee, attached as APPENDIX "A", be appointed for the term of Council to expire in November 1994.



J.D. Thoms, M.C.I.P.
Commissioner
Planning and Development Department



V.J. Abraham, M.C.I.P.
Director of Local Planning

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In April of 1992, Charles Forsyth, Chairman of the Central Area Plan Implementation Committee, resigned as chairperson and as a citizen member of CAPIC. In the interim, Russell Elman, Vice-

Chairperson, assumed the Chairperson's responsibilities. At its meeting of September 11, 1992, the members of CAPIC elected Russell Elman Chairperson and Gil Simmons as Vice-Chairperson.

In addition to the above, Helen Nemeth has resigned as the representative for Beasley Neighbourhood. The Beasley Neighbourhood Association was approached and have appointed James C. Drake as their representative.

The members of this sub-committee should be confirmed and appointed for the term of Council.

APPENDIX "A"

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE MEMBERSHIP 1992 - 1994

Alderman Wm. McCulloch	Alderman, Ward 2
Russell Elman	Chairperson
Gil Simmons	Vice-Chairperson
Robert Brough	LACAC
Gloria DeSantis	Social Planning and Research Council
James C. Drake	Beasley Neighbourhood Association
John Eyles	McMaster University
Ronald Faichney	Senior Citizens Council - City of Hamilton
Maggie Fischbuch	Citizen Member
Greg Gouthreau	Downtown B.I.A.
Gerry Kennedy	Metropolitan Hamilton Real Estate Board
Arthur Lomax	Hamilton Automobile Club
Carol Mason	Hamilton School Board
John Nolan	Citizen Member
Kay Nolan	Hamilton-Wentworth Separate School Board
Mary Pocius	International Village B.I.A.
Bruce Rankin	Hamilton Society of Architects



5 a)

The Children's International Learning Centre

January 11, 1995

Dear Mrs. Grupe:

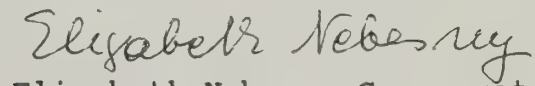
Enclosed you will find the Children's International Learning Centre's proposed low cost beautification plan for downtown Hamilton.

The same proposal was sent to Mayor Morrow and his task force for the revitalisation of downtown, Alderman Mr. Caplan, and Mr. Pietrzak of the Hamilton Art Gallery.

Thank you for your consideration of this proposal. Should you have any further questions or comments feel free to contact us at the Children's International Learning Centre

Sincerely,


Eleanor Chithalen-President


Elisabeth Nebesny-Conservator



The Children's International Learning Centre

A PROPOSAL TO BEAUTIFY THE GORE PARK AND INTERNATIONAL VILLAGE STOREFRONTS BY THE CHILDREN'S INTERNATIONAL LEARNING CENTRE

Pull down blind shades of many colours in all empty storefronts could eliminate the problem of the present view of very poorly covered or empty and dirty display windows.

The project could be implemented in several stages.

Every store has to be judged and a decision made of the need for such enhancing blinds.

The City could look after buying and installing these blinds which should remain in the stores occupied or empty.

The colours of these blinds have to be chosen very carefully to complement each other. Perhaps 4 colour shades only would be a good idea

We feel this to be a very effective simple and comparatively inexpensive way to eliminate a big eyesore in the City.

We at the Children's International Learning Centre feel strongly about the impression our City leaves on visitors and are sad to see our downtown, in part, so badly in need of improvement.

Please consider our proposal and let us know your opinion of our idea. Thank you

Grimm

My name is Mary Morris. I was unable to attend the previous meeting so I welcome this opportunity to petition that while we wait for the long term revitalization plans for our downtown core we take some simple steps to alleviate a few of the problems that keep shoppers away.

I have been, and to a much lesser degree still am, an active member of our Hamilton community. Activities which include exercising my freedom of expression by cutting posters from paint peeled poles. As an experiment, could black plastic mesh be wound around a few downtown poles and for smooth sided litter bins?

This evening there is no litter downtown but during the early afternoon of Christmas Eve I walked along King William Street. It was a disgusting mess especially around the door of the Fire Station office. There was much more than a two day accumulation of litter. I knocked on the door of the Fire Station to ask for a garbage bag which I could have filled in five minutes. The door was locked. This surely is again the time to draw to the attention of Local Five ^{CAP} that the majority of sidewalk cleaners move far too slowly. I could clear the litter from Gore Park to the Centre Mall in the time it takes most of the cleaners to amble a block.

It does the very best it can and it is not fair to blame the Public Works Dept. The staff share the public concern. The department is doubtless beset by the usual budgetary and unionized obstacles. But the litter ^{although not always a} problem must be solved especially when conventions are booked into our city during week ends.

From King William I turned on to James North where I bought my last material remnant. People who sew travel from miles away to buy material at Fabricland. And now, like the crowded shelves, courteous service and

(Jan 12 Forum)

five cent copy machine of Powers Drug Store a few doors away, Fabricland is to close. It's the Lister Block.

Only nostalgia can bring back the historical buildings that would have prevented our city looking just like any other uninviting modern city. The Birks Building; and the red brick and marble roof of the old CIBC building, were bulldozed and replaced by towers of unrelenting glass. On our busy King Street the uninterrupted walls and metal doors of the Ellen Fairclough Building stand unchangeable for all the world to wince. The ugliness cries out ~~to~~^{for} sidewalk trees and well maintained flower planters. This incredible loss of our heritage is made bearable only by the preservation of the old Bank of Montreal, our beautiful old Hamilton Library, The Mercantile Bank, the Pigeon Building and the considerable contribution of all those people responsible for saving at least this small but precious part of our City. Special thanks must go to Alderman McCullough. I had walked from the East End and needed to rest before more shopping. But; Pray tell me! Where in Jackson Square can anyone sit without being in an eating area or smack in the middle of the mall in full view, and in the way? Jackson Square cannot compete with Limeridge, Centre, or East End Malls but it could make shoppers more welcome. The two backless seats placed at long intervals, were taken. Why were the seats moved away from the wall in front of the T.D. At least we could lean back and not be in full view. Bus loads of seniors and other visitors too often have to squat on the concrete steps going up to the T.D. Bank and the steps to the mezzanine. I sometimes have to join them and nudge over to allow people to pass.

(3)

I always apologize for the embarrassment. THEY always vow never to come again. Many years ago I asked someone "Why are there so few seats?" The answer ~~was~~, and I'm not suggesting it would be now; ^{the answer} was "When people are sitting they aren't buying, we have to keep them moving" Well, they kept moving..Right out of Jackson Square. Unlike the other Malls Jackson Square is beside the Sally Ann. Personally I think that with the good security and control in Jackson Square it is better to have people sitting on seats than to have big empty areas. There is room for at least four benches along the wall of what once was that funnily named restaurant The Banana Republic. Two more benches could be around the waterfall near the elevator; and above the waterfall seats and tables could look down upon it.

Having given up on a place to sit I headed for Gore Park and the bus. The pretty flowers of summer were just a happy memory. The delightful little Christmas train which my bell clanging grandson ran with such joy had taken its last timely puff. All that remained on that busy Christmas Eve afternoon was the litter clinging to the bushes, pop cans and papers squashed into the flower garden mud, and half an inch of pigeon droppings in the drinking fountain. I'm not sure what the City can do about the pigeon problem. I know it has tried. Because it is apparent impossible to enforce the "Please don't Feed the Pigeon" By law I no longer scoop up barnfulls of corn, stale bread and donuts and raw chicken innards. The lawbreakers retaliate with "The poor things will die of starvation" Now I ask "Who ever heard of a healthy pigeon starving to death in Hamilton?"

(4)

Here's a story which should infuriate you as it does me. My son John Morris is the Manager of a non-profit company. Mountainview Residents for Recreation of Hamilton Inc. MRRHI. Its Mandate is to help protect and preserve the parks and parklands of Hamilton. About \$100,000 has already been distributed for various park ^{RELATED} projects. A few years' ago my son approached the City and the Downtown BIA with an offer they both gratefully accepted. MRRHI would pay for summer students to clean the Gore Park area during evenings and week ends when, because there was no extra money in the City budget no worker could be employed. No city worker would lose their job. The minimum wage at that time was I believe about \$4.95. MRRHI paid the students well above the minimum. The City, BIA and the public were delighted with the improvements to the park during those times. All went well until ^{COPE} the Union Local Five decided to file a grievance even though none of its jobs would be lost. It demanded the impossible! Pay the part time students union rates of \$17-18 an hour or leave Gore Park alone. The Union lost its common sense the students lost much needed jobs and the downtown core lost most of all MRRHI would be willing to hire students again if the Union would sensibly reconsider.

The challenge to bring back shoppers to our downtown hinges on the long term plans for revitalization. The immediate challenge is to keep the downtown shoppers we now have. With continuing short term improvements while we wait for the ^{long term} ones, people may slowly return to shop. It's surely worth a try.

Thank you. Mary Morris (Mrs.)
280 Inverness Avenue East, Hamilton, Ont. L9A 1H2

SUBMISSION SHEET

JAN 23 1995

JAN 1995

WHAT ARE YOUR COMMENTS ABOUT DOWNTOWN HAMILTON? DO YOU HAVE ANY SPECIFIC COMMENTS OR CONCERNS RELATED TO DOWNTOWN?

Yes, I have many concerns about downtown, and many ideas. Have just attended two CAPI public forums, and love the idea, but wonder if you would consider having smaller workshops for interested citizens, possibly on a Saturday, comprising maximum 10 persons, possibly less. As a newcomer to Hamilton from Montreal, my head is full of ideas, but I have no one to tell them to. I would happily volunteer my services if they would be of help to you, and if others on the committee are very carefully chosen for what they can contribute. As a former research librarian, I would also be happy to do any (well, almost any) research necessary. I would suggest that if such a committee, or groups of committees, were formed, that each might work around a different issue, e.g. civic beauty, parking, etc., etc. I also mention this to you because I heard many ideas at the public forums but felt frustrated that they were trees falling in the forest. i.e. heard, then forgotten, with no follow-up. While some were off-the-wall, I thought that in a smaller, closed session of natural

brainstormers, that these ideas could be developed more fully, because one crazy idea often leads to another workable one. I felt that too much information was getting lost in the shuffle, and that ideas were flying in all directions, trying to cover too many topics at once.

NAME: _____

Beverley Globus
33 Robinson St., Apt. 1703
Hamilton, Ontario L8P 1Y8

ADDRESS: _____

In short, I suggest a few smaller, more intimate, brainstorming sessions,

preferably on one topic at a time. Why not start with the question of

Please return the completed submission to: civic identity: what is Hamilton?

How do we see it, what is its character?

Victor J. Abraham
Director of Local Planning,
Planning and Development Department
71 Main Street West, 7th Floor
Hamilton, Ontario
L8N 3T4

SUBMISSION SHEET

MAR - 1 1995

WHAT ARE YOUR COMMENTS ABOUT DOWNTOWN HAMILTON? DO YOU HAVE ANY SPECIFIC COMMENTS OR CONCERNS RELATED TO DOWNTOWN?

- Start a re-development program before the year 2000
- Start the Ferguson ave re-development ASAP it will help the core east of James St.
- Offer free parking in Jackson St to customers that shop in the core
- work with the neighborhood association around the core, as they will be the people who will support the re-development of the stores and services within the core.
- lower the taxes for the core, so people can open shops and stay open
- save the Heritage buildings, it is part of the history of this city, offer some kind of grant to the core owners
- don't remove or build anything until there is some kind of master Plan developed
- buy-out some of the Heritage buildings and turn them into offices for the service for the city. I know ~~in~~ in some cases we rent office space in buildings the city does not own

NAME: SCOTT MALTMAN

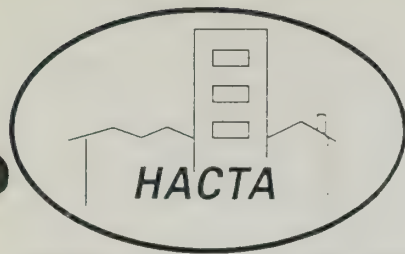
OVER:

ADDRESS: 213 FERGUSON AVE S
HAMILTON ONTARIO
L8N-2N2

Please return the completed submission to:

Victor J. Abraham
Director of Local Planning,
Planning and Development Department
71 Main Street West, 7th Floor
Hamilton, Ontario
L8N 3T4

- check into other cities, what has worked in their re-development of downtown areas
- more police services for the core
- tree planting programs for the core and neighbourhoods ~~around~~ around the downtown
- do something about all the one way streets in the city, slow the traffic down, promo walking downtown or bikes
- support cafe style or outside patio rest.
- control the usage of signage in the core area
- promo ~~the~~ ^{living} downtown life style ~~is~~ within the city
- ads in T.O newspapers, mags ect. about the re-development of Hamilton downtown (it's the place to be in Ontario)
- STOP THE development of the old CN station in the north end it will kill everything east of James



Hamilton & Area Coalition of Tenants' Associations

18 West Ave. S., Hamilton, Ontario L8N 2S1

(905) 527-5574 Fax: (905) 529-0620

SUBMISSION SHEET

FEB 03 1995

WHAT ARE YOUR COMMENTS ABOUT DOWNTOWN HAMILTON?
DO YOU HAVE ANY SPECIFIC COMMENTS OR CONCERNS
RELATED TO DOWNTOWN?

HACTA is a non-profit organization and an alliance of tenants, Tenants' Associations and supporters. HACTA is working to build a strong tenants' movement in this area. As a membership organization HACTA represents over 3000 tenants.

We are concerned that not enough attention is being paid to the role of housing in Downtown Revitalization. It is our belief that while the availability and cost of parking and the number and types of business in the core are essential elements of the discussion, Hamilton's Downtown Core will not be a safe, welcoming, comfortable place until it is a place that a significant number of people call home.

We believe that affordable housing in the core would play an essential role in keeping people in the area past 6:00 p.m.. Having people in the Downtown on a regular basis increases the perception of others that the core is a safe place to shop, visit, etc..

However, we would not want to see affordable or other housing units built or otherwise added to the core without consideration of the viability of the core as a home. For example, if family units were to be built the availability of green space, recreation opportunities for children, etc. would all have to be considered. No matter who the intended residents of the core are certain services such as grocery stores will be required.

The easy availability of public transit, the underused schools, and the unused buildings suitable for rehabilitation make the housing potential of the core enormous. We would like to see more discussion on the role of housing in the Downtown Core take place, and we would be happy to be a part of those discussions.

NAME: Jackie Gordon, HACTA
ADDRESS: 18 West Avenue S.
Hamilton, Ont., L8N 2S1



2/28 → 1/30/91 VG.
Hamilton & **A**rea **C**oalition of **T**enants' **A**ssociations

18 West Ave. S., Hamilton, Ontario L8N 2S1

(905) 527-5574 Fax: (905) 529-0620

SUBMISSION SHEET

WHAT ARE YOUR COMMENTS ABOUT DOWNTOWN HAMILTON?
DO YOU HAVE ANY SPECIFIC COMMENTS OR CONCERNS
RELATED TO DOWNTOWN?

HACTA is a non-profit organization and an alliance of tenants, Tenants' Associations and supporters. HACTA is working to build a strong tenants' movement in this area. As a membership organization HACTA represents over 3000 tenants.

We are concerned with the NIMBY comments of many of the community associations made at the townhall meeting. HACTA believes that all people have the right to live where they choose. So when Marvin Caplin stood up and asked that we seek solutions rather than comment on the negativeness of the Core neighbourhoods HACTA proposes the following:

When we speak of affordable housing we mean affordable for everyone, whether a person is on social assistance, low-income or middle class everyone has the right to live in the downtown core. We believe that affordable housing in the core would play an essential role in keeping people in the area past 6:00 p.m.. Having people in the Downtown on a regular basis increases the perception of others that the core is a safe place to shop, visit, etc.

However, we would not want to see affordable or other housing units built or otherwise added to the core without consideration of the viability of the core as a home. For example, if family units were to be built the availability of green space, recreation opportunities for children, etc. would all have to be considered. No matter who the intended residents of the core are certain services such as grocery stores will be required.

During the town hall discussion it was mentioned that people with psychiatric problems not be allowed in the neighbourhoods. If the community were to offer some sort of outreach or support services for people that are released from the HPH, they could better adjust to living in a non-institutional environment. Since many of the

patients released from the HPH are not originally from Hamilton-Wentworth, the support service could help them adjust to living in a new neighbourhood.

There has been a lot of work done in assessing the housing needs of this community. Any further housing assessments should build on the work already done. This would allow the revitalization to happen at a faster pace. We would recommend that the Chairman's Task Force on Affordable Housing, the Region's plan for Sustainable Development and the research done by the Housing Help Centre be used as a starting point for any needs assessment.

If there is to be a viable residential community in the core, it is essential that people be asked what they want if they live in the downtown area. People on waiting lists for affordable housing could be asked what is important to them in a home so that the housing developed is attractive to people.

Another concern of area residents is that the core housing is not appealing to the eye. Poorly maintained houses that are rented out are not the responsibility of the tenant, rather, the upkeep and maintenance of the house is the responsibility of the landlord. We should be looking to enforce property standards by-laws to ensure the upkeep of housing not only in the downtown core but in all communities in Hamilton-Wentworth. This would create a more appealing living space for present and future residents.

The City should actively explore affordable home ownership with the province and others. Affordable home ownership would be very attractive to many tenants who cannot purchase homes because of a lack of downpayment or high interest rates. People who are interested in affordable home ownership programs should be consulted regarding what they need to live in the core.

Name: Dianna Klisanin H.A.C.T.A.
Address: 18 West Avenue South
Hamilton, Ontario
L8N 2S1

Is Downtown Worth Saving?

By James Krohe

8a)

The answer is a tentative yes.



After two decades of trial and error—and the expenditure of billions of dollars—planners, developers, and city officials have come to broad agreements about how to save American downtowns. At a minimum, they say, you must involve both public and private sectors and you must accommodate multiple uses. What they haven't answered is the larger question of whether it's worth it.

Had you asked that question of almost any mayor in the 1980s, the answer would have been an unequivocal yes. In those years, downtown real estate was one of the few growth industries in many cities, especially older and larger ones. Seeing boom as an economic engine that could pull their decaying neighborhoods out of depression, some mayors linked downtown and the neighborhoods by funneling downtown tax revenue to housing, health, and other programs elsewhere in their cities.

Eventually, of course, the real estate boom went bust. Economists' studies suggest that the 25 million square feet of new office space built in downtown Los Angeles in the 1980s created new jobs at a rate of less than a third of one percent between 1980 and 1986. Real growth (especially in jobs) occurred on the periphery, as it did in almost all U.S. cities in the period.

Edge Cities author Joel Garreau has criticized architects and planners who extol the 19th century city and its downtown as the only legitimate urban form. And it's true that even in their heyday, traditional downtowns were viscerally disliked by a great many of the people who were forced to live and work in them. They abhorred the terrific noise, crowds, traffic jams, the gagging air, the clash of cultures. Planners are sometimes the first to forget that tenets of modern planning such as the strict segregation of uses (and thus social

The ambiguity of this Canadian billboard suggests a conflict felt across the continent as town centers deal with increasing competition from outlying developments.

classes) were adopted to make the 19th century city habitable by a middle class.

Does that mean we should give up on downtown? No, say many observers. They note that a city's downtown is first and foremost a neighborhood and, like any neighborhood, can be allowed to slip into disrepair only at substantial cost to the community as a whole. People like Edward Lawrence, founder of the Chicago group known as Friends of Downtown, argue that, because downtown is a special neighborhood, it is worthy of special effort to save it.

What counts

What's special about downtown may not be its buildings—not even its historic build-

Source: Planning (American Planning Association) Aug., 1992

ings—although that's what most people think of first when they think of "downtown." Consultant Lawrence Alexander, AICP, of the New York-based Downtown Idea Exchange derides what he calls "the old, nostalgia Main Street stuff" that so often animates downtown preservationists. Alexander defines "downtown" generically as "a central point of good accessibility with a high diversity of activities."

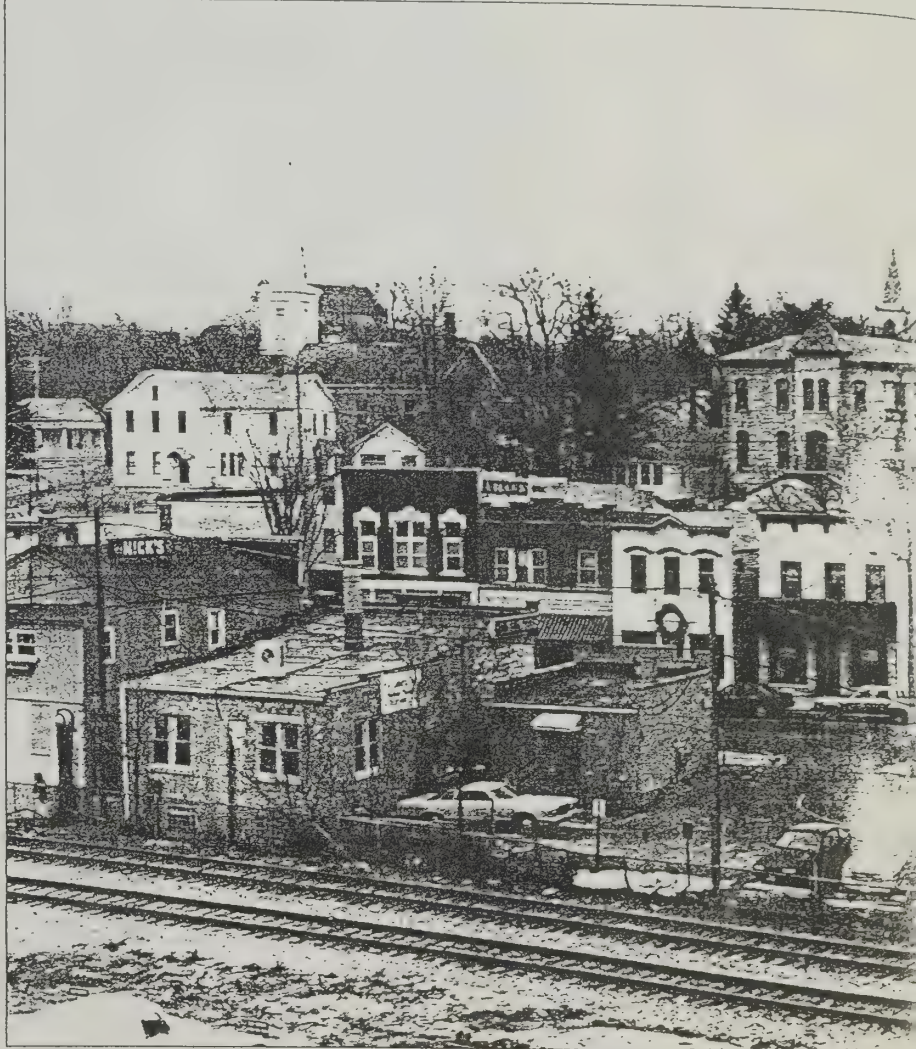
As any number of cities have learned, you can preserve facades but if the fundamental economics of the downtown are bad, you'll lose your money. This is not to suggest that buildings are unimportant, only that it is what goes on inside downtown buildings that determines whether downtown will thrive. Promotions often give only the illusion of economic health, the way a fever puts a blush on the face of a sick person.

In Buffalo, for instance, special events draw 750,000 visitors a year, according to Richard Reinhard, executive director of the management association known as Buffalo Place, Inc. But Reinhard notes that it's the people who come back downtown on their own to shop, attend a play, or buy a condo who are finally making Buffalo's 20-block theater district—rescued from a 1960s highway plan—a prosperous destination in itself.

Diversification is the current buzzword. That's the thrust of the national Main Street program, created by the National Trust for Historic Preservation in 1977 and expanded in 1985. In the Midwest, planner Laurie Scott directs a new regional Main Street Partnership involving three

Is second-floor housing the answer for the main street of Lemont, Illinois? The question is being studied by a regional Main Street Partnership involving three small cities along the Illinois and Michigan Canal.

Courtesy of Canal Corridor Association



The First Night celebration annually draws up to 25,000 visitors to Buffalo's theater district. The event is a family-oriented alternative to traditional New Year's Eve festivities.

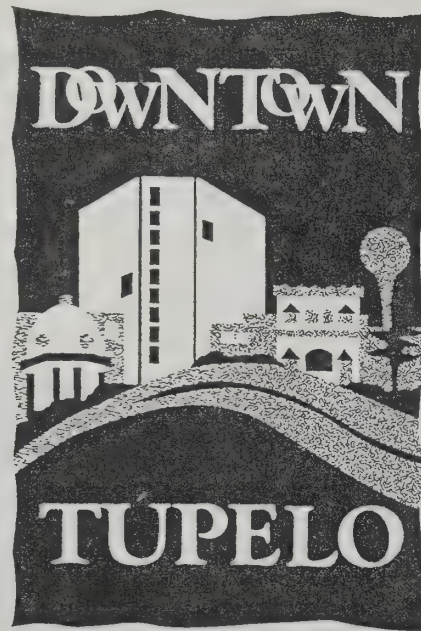


small cities in the Illinois and Michigan Canal National Heritage Corridor. She notes that downtowns (including the smaller ones) possess potentially valuable housing stock in their underused upper stories.

Larger cities are seeing the addition of apartments and condominiums in areas once devoted almost exclusively to office and retail use. In Chicago, developers recently announced a proposal to turn the Chicago Building at State and Madison, the traditional crossroads of retailing in the city, into an apartment building. In Washington, D.C., condos were built on Pennsylvania Avenue as part of a mixed-use development. Minneapolis credits the revival of retailing on Nicollet Mall to the increased numbers of people living nearby. And in Denver, an old department store is being converted to a mixed-use complex of housing, shops, and offices.

Richard Bradley, who runs the Interna-

"Revitalizing a downtown usually means reinventing it to some extent," says planner Doyle Hyett. Among his clients: Tupelo, Mississippi.



can take place wherever transit technology, population demographics, and regional economics make it happen. In smaller cities—from retailing to socializing to special events and Saturday night entertainment—have already moved out-of-town, to the mall. Maturing edge cities such as Houston's Galleria area increasingly are functioning as traditional downtowns, and for the same reasons.

In fact, the aspects of downtown life most worth saving often are more social than monetary. City streets have always been about changing and becoming, venues for social display, stages on which one can test old social identities and act out new ones. As Lewis Mumford once observed, "On a Saturday night in an industrial town the flow of people through the main shopping streets is the principal form of recreation and drama."

At its most superficial, the downtown-as-stage-set has given us skin-deep history in the form of facade preservation and gussied-up waterfronts. But at a more basic level, downtown still functions as a crucible of identity for both the community and the citizen. Doyle Hyett, AICP, of the Washington-based consulting firm, Hyett-Palma, calls downtown "a piece of real estate that is a mirror of who we are, where we came from, and, to a great extent, how we got there." He argues that the debate about edge cities and such recent innovations as neotraditional town planning and pedestrian pockets reflects "nothing more than striving to attain the

essential character of a vital downtown."

Hyett, whose plan for downtown Falls Church, Virginia, was honored by APA's National Capital Area chapter in 1991, notes that revitalizing a downtown usually means reinventing it to some extent, and no community can do that unless it first knows what kind of downtown it wants to have. Toward that end, his firm has developed what he calls a do-it-yourself guide to "visioning" a downtown.

At a recent "Designing Old Towns for New Towns" workshop, sponsored by APA's Chicago Metro Section, planners spoke of "evoking such intangible notions as community, place, activity, and nostalgia" in places like Schaumburg, the Chicago area's classic mall-turned-edge-city, where city officials are seeking developers to create a new "Olde Schaumburg Centre," an instant town center that local planner John Hixenbaugh, AICP, says would provide pedestrian activity and a sense of place that are now missing.

Schaumburg's new downtown is likely to be a sanitized one. For the city that the middle class—downtown's main clientele—knows today is the safe and sanitized environment of the mall, the better-than-real amusement parks, and television. The suburban sensibility must be catered to by employers, developers, and retailers.

To ensure that these suburbanites are not disappointed when they do venture forth into the city center, more and more downtown businesses are joining in management districts that treat downtowns like shopping malls—setting common hours, providing security, assuring litter control.

In Oregon, for instance, the Association for Portland Progress assesses downtown businesses \$1.33 per \$1,000 of building value to help fund an Economic Improvement District. Eighty percent of the district's budget goes for security and cleaning of public areas. Brian Scott, executive director of the Oregon Downtown Development Association, insists that cleanliness and safety matter more in making downtown attractive than marketing, transit, retail mix, or the arts.

We seem, in short, to be evolving a new sort of urban form that is neither mall nor downtown, and for which we as yet have no agreed-upon terms or models. In the cities, the controlled environments first seen in the form of self-contained mega-structures—New York's Citicorp Center, for example—are spilling over into the streets themselves. As for the suburbs, Laurie Scott notes the irony in the latest trend in malls, which is to array shops on all sides of a drive-around "town square"

tional Downtown Association based in Washington, D.C., notes that downtowns today are undergoing their third transformation of the last half-century. Until roughly the 1940s and 1950s, they were what Bradley calls "the center of everything," after which they evolved into more specialized office and/or retailing districts.

Bradley concedes that the corporate skyscraper city "was never a very satisfying vision" for downtown in any event. Any single-use version of downtown contradicts the historic variety of city centers, he says. Downtown was, and should be, the place where the community comes together to do its business—"all its business," he says.

Process not place

Downtown is a process as much as a place. That process of encounter and exchange—involving ideas as well as goods—

The Power of an Idea

Once upon a time all things important to a region happened at the center. All roads led to the center—that is, before the discovery that they led *away* as well, a discovery reinforced in our own time by widespread ownership of automobiles.

At the old center you could find anything you wanted: gourmet meals and a show at midnight; dealers in exotic sex, pets, bonds, or transport; inventors, adapters, copyists; loans nobody else would touch; music to put you in touch with the stars.

The first modern blows at the power of the center were struck in the U.S. between 1934 and 1949. In 1935 the new Rural Electrification Administration set out to extend electricity from center to backwoods and boon-docks. In 1949 the Federal Housing Act set off the nation's biggest suburban housing boom. And in 1954 the interstate highway system took off to spreadeagle America's cities. It was as though millions of acres of once-remote hinterland had been lifted up and dumped smack at the edge of the city.

No place was transformed more pervasively than the center—variously called center city, downtown, uptown, the central core, inner city. In Scandinavia, the old Latin word was still used: *centrum*. In the shorthand of the times, CBD (for central business district) fit easily into American headlines, increasingly followed by the words "In Trouble."

The facts slowly broke through. More and more Americans no longer shopped in the center, no longer worked in the center, and were spending weeks, months, or even years without going to the center. To oldtimers in their downtown clubs, it seemed like the end of the world.

But still, today. If you draw lines on a map that connect all the major power centers of a metropolitan area—its daily commutes, its delivery routes, mail, message and energy flows, electronic money transfers among banks, offices, and home addresses of the movers and shakers—one visible fact jumps off the map. Most lines still converge at the center. Of course, it's not the same center as in 1930 or even 1950.

Yet, somewhere hidden within the traffic swirl, lying at the end of a billion bits of daily electronic flow, and resting in the mental images of millions of city folk, there remains a center. It is more concentrated, less variegated than the old center. More of its denizens spend their days, and often nights, spinning around indoors, in security, in offices, malls, courts, skyways, in-house cafeterias, atriums, and lobbies—conveyed by moving sidewalks and escalators, all under surveillance by TV and such devices. Doorways onto the street are fewer; security is tighter and, in New York's center, outdoor movement is at risk, especially at night. Impromptu is out.

The center's old monopoly power has waned; its share of the daily commute has shrunk. But there is still a there, there—different from yesterday's, but central to our understanding of tomorrow.

Grady Clay

Clay, a resident of Louisville, is the author of *Closeup: How to Read the American City* and other books. This piece is adapted from his forthcoming gazetteer of manmade places. Copyright by the author.

Mary Lou Gallagher



reminiscent in physical terms at least of the traditional, small-town downtown.

The bottom line

Conventional planning wisdom embraces diversity as essential to the design of urban public spaces. Downtown used to be the democratic heart of the city, where penthouses stood down the street from flophouses, mass movie houses next to the opera house. As Richard Bradley describes it, downtown still is one of the few multicultural places left in the U.S. and, thus, essential to the future of a multi-ethnic, urbanized nation.

Bradley, like William H. Whyte and others, sees downtown as what has been called an "intellectual village" where 21st century industries of the mind will flourish. "The agora started as a place for the exchange of goods that led to the exchange of ideas," Bradley explains. "That's

In downtown Portland, business owners help fund an Economic Improvement District that provides private security and maintenance for areas such as the Pioneer Courthouse Square.

City officials in Schaumburg, near Chicago, want to create an instant downtown at the crossroads where the town began. But some local observers argue the suburb's giant shopping mall would make a better town center.



John Hixenbaugh

Competition from outlying discounters doesn't have to kill downtown—but merchants have to change their ways. So argued the late founder of the enormously successful Wal-Mart chain in his autobiography, Sam Walton: Made in America, written with John Huey and published this year by Doubleday. Wal-Mart started in Bentonville, Arkansas (below).



still true. People on the leading edge will always come into the city to interact and be stimulated."

Even in small cities, people will need one place where they can come to be informed. Such stimulation remains essential to a lively economy. "Downtown will remain a center for the exchange of goods and services that the big-box malls can't provide," Laurie Scott adds. "And it will continue to serve a role as an incubator for entrepreneurship in both retail and service businesses."

Yet *Harper's* editor Lewis Lapham insists that most Americans no longer value what the city is and what downtowns distill: disorder, friction, creativity, liberty. Children of a suburbanized, car-oriented, cocoon culture, they shrink from social encounters that challenge their fragile private selves.

This leaves the mainstream culture at odds with this country's managerial and professional elites—planners and architects, senior corporate managers, bankers, and big real estate developers. Affluent and educated, they are people who have strolled across the Piazza San Marco, dawdled in Munich's old city, sipped at Parisian cafes. Sophisticated and tolerant, they cherish the vividness and diversity—even the disorder—that the traditional downtown offers.

Lawrence Alexander concedes that "not everyone likes downtown," that suburbanites "are living in a different culture." The question is whether that suburban clientele, accustomed to an urban environment segregated by class as well as race and custom, can tolerate diversity in any but a sanitized, safe form.

The suburbanites' attitude is not a new one, nor is the multinodal city a new phenomenon. Robert Bruegmann, an architectural and planning historian at the University of Illinois at Chicago, has pointed out that "edge cities" have existed in older suburban downtowns and even big-city neighborhood shopping strips for decades. In Detroit, for instance, automakers put their headquarters in the outlying "Mid City" area rather than downtown.

In fact, a single downtown may be an idea whose time has gone, except perhaps in small cities. Instead, "downtown" may merely be one of several specialized precincts within the metropolitan area. "Not all downtowns will be saved," says Laurie Scott. But she adds, "If a community thinks its downtown is worth saving, it will be worth saving."

James Krohe Jr. is an Oak Park, Illinois, writer who specializes in planning issues.

"Unless small merchants are already doing a great job, they'll probably have to rethink their merchandising and advertising and promotional programs once a discounter arrives on the scene. They need to avoid coming at us head-on, and do their own thing better than we do ours. . . . I don't care how many Wal-Marts come to town, there are always niches that we can't reach—not that we won't try."

Sam Walton



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, April 21, 1995

TIME: 9:30 a.m.

PLACE: Room 233, 2nd Floor
Hamilton City Hall

URBAN MUNICIPAL

APR 19 1995

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held March 24, 1995
3. CAPIC Future Directions
 - a) Urban Design Function
 - b) Membership Review
4. Downtown Revitalization
 - a) Summary of Ideas from Forums and Submissions
 - b) Approach for Downtown Strategic Plan
5. Status Reports
 - a) Planning Department Status
 - b) CN Station
 - c) James Mountain Road Project
 - d) West Harbourfront Study
 - e) Gore Park Fountain
 - f) Official Plan Review
 - g) GO Area Study
 - h) Status of Downtown Development
6. Members' Reports
7. Other Business
8. Next Meeting - May 12, 1995

If you cannot attend the meeting, please contact Vanessa Grupe at 546-4160.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Friday March 24, 1995

MEMBERS ATTENDING

Russell Elman - Chairperson
Gil Simmons - Vice-Chairperson
Art Lomax
Gerry Kennedy
Paul Ortmann
Graeme McTaggart
Mary Pocius
Jim Drake
John Nolan

Durand Neighbourhood Association
North End Neighbourhoods
Hamilton Automobile Club
Metropolitan Hamilton Real Estate Board
Stinson Community Association
Downtown BIA
International Village BIA
Beasley Neighbourhood Association
Citizen Member

REGRETS

Alderman McCulloch
John Eyles

Alderman, Ward 2
McMaster University

STAFF AND OTHERS

Beverley Globus
Ron Faichney
Greg Fraleigh
Scott Maltman
Pamela Hubbard
Gerry Forbes
Vladimir Matus
John Sakala
Bill Janssen
Vanessa Grupe - Coordinator

Durand Resident
Senior Citizens Council
Grindstone Properties
Corktown Neighbourhood
Regional Roads Department
Regional Roads Department
Local Planning
Local Planning
Local Planning
Local Planning

1. Chairperson's Remarks

Russell Elman called the meeting to order, welcoming those present. He announced the April 3 LACAC forum, at which David Crombie will speak on History, Change and the Downtown. Concerning Gore Park Fountain, staff were asked to forward to Ald. Drury and McCulloch CAPIC's Jan. 20, 1995 position on its location. **Action:** Vanessa Grupe.

2. Minutes of February 10, 1995 CAPIC Meeting

Jim Drake noted that on page 2, item 3 should be revised to indicate that the Urban Design Committee is to be disbanded, and its functions to become part of CAPIC's mandate, covering the entire City. On page 3, in item 5 b), "invite" should be changed to "invited". **Motion:** It was moved by Gil Simmons and seconded by Mary Pocius that the minutes of the February 10, 1995 CAPIC meeting be adopted. **Carried**

3. James Mountain Road Project

Pamela Hubbard, Environmental Planner, Regional Roads Department, provided a handout from the Feb. 15 public workshop, and outlined the project background; Environmental Assessment process; preliminary results of the Regional Transportation Review; and study schedule. Problems and issues identified in Phase 1 include flooding, road stability, pedestrian safety, etc. Study boundaries were extended, and the left-turn prohibition from James Mountain Rd. to Markland will be considered. Solutions will be evaluated in Phase 2. A public workshop will be held April 12, at 7:00 p.m.

Comments from the public; including CAPIC, are welcome at all stages of the project. If there are other issues, these should preferably be raised before April 12, to enable their discussion at the workshop. Art Lomax offered to represent CAPIC on April 12. Those present provided comments on the project, including the scenic beauty of the City from road; upper and lower cities; rural nature of the road; unsafe pedestrian crossing at foot of hill; possible separation of pedestrians and bicycles to other routes.

4. Planning Department Function

Members of the Committee raised this matter, and asked what had occurred at the March 22 Planning Committee. Bill Janssen provided background information. At the April 5 meeting of Planning and Development Committee, there will be a further report, outlining three options, including a stand alone department, and various combinations of Planning and Building Depts. Various committee members felt that it would be inappropriate to place Planning Dept. under Building, due to their different functions and approaches. The need for a strong vision, as Planning has, is important; not just approval of permits.

Members felt they should make their views on this matter known to Aldermen and others. It was felt that returning the City planning function to the City was good in some ways,

although some regretted the splitting of the Planning Dept., since it presently provides an effective means of coordinating Local and Regional issues. It was also felt public input into these decisions should be permitted.

After a lengthy discussion on this matter, the following motion was adopted by CAPIC, as moved by John Nolan, and seconded by Graeme McTaggart:

Motion: That in any contemplated reorganization of the Local Planning Branch, (City planning function), the Central Area Plan Implementation Committee (CAPIC) support a strong, effective, independent Planning Department; and, That CAPIC encourage coordination of City planning functions with the Regional Planning and Development Department. This motion will be sent to Ald. Drury, Ald. McCulloch, Mayor Morrow.

5. CAPIC Future Directions

- a) Role and Mandate - As a result of the Task Force reviewing the Sub-committee structure, the Urban Design Committee is to be disbanded, and its functions are to become part of the CAPIC mandate, and its area of concern is to be broadened to include the entire City. There was discussion of the importance of urban design, and of the need for an effective advisory function, considering design at an appropriate level of detail, and from a different perspective than staff.

It was agreed that a small group will meet to discuss the incorporation of the urban design function with CAPIC. This will include John Nolan, Graeme McTaggart, Beverley Globus, Vladimir Matus, John Sakala, Vanessa Grupe.

Action: Sub-Committee on Urban Design.

- b) Membership - Several people were present, as prospective members of CAPIC:
- Ron Faichney, of the Hamilton Senior Citizens Council, was formerly their representative to CAPIC, and will be active in this role again;
 - Scott Maltman is the acting chair of the Corktown Neighbourhood Association. His group was invited to appoint a representative to CAPIC;
 - Beverley Globus, Durand resident, is very interested in CAPIC as a citizen-at-large. **Motion:** Moved by G. Simmons, seconded by J. Drake, carried, that Beverley Globus be accepted as a citizen-at-large member;
 - Representatives are being sought from the two school boards. Kay Nolan will ask the separate school board again about appointing her replacement.
 - Committee for Persons with Physical Disabilities should provide a rep.;
 - Central Neighbourhood have no association. One will be pursued;
 - There will be a need for more members with design background, possibly including landscape architects, to carry out the urban design function;
 - Greg Fraleigh, of Grindstone Properties, develops and operates parking lots. He has many ties with the central area, and is interested in joining CAPIC. **Motion:** Moved by G. Kennedy, seconded by G. Simmons, and carried, that Greg Fraleigh be accepted as a citizen-at-large member;

- All members should appoint alternates, in case they are unable to attend.
- Gil Simmons, Vice-Chair for the past 3 years, resigned from this position;
- Staff will prepare a report to Planning Committee regarding membership.

6. CAPIC Forums on Downtown; Strategic Plan for Downtown

The final forum, a wrap-up, had been held the day prior, on March 23. Mayor Robert Morrow had spoken about various initiatives, including the recommendations of the Mayor's Task Force on Downtown Revitalization. Attendance and discussion were good.

Ideas and information from forums must now be compiled. Follow-up might include:

- Establishing small focus groups, to pursue particular issues toward action, possibly including (all day) brainstorming sessions;
- Listening to the B.I.A.s and others familiar with the economic and marketing issues, since they are experts, and supporting their efforts eg. re lobbying the Province for changes in assessment, beyond local political will;
- Also determining the needs and perception of non-merchants, esp. customers;
- Keeping in touch with those who attended the forums - retain mailing lists;

It was decided that the sub-committee which developed the forums should meet, to come up with the approach for developing the strategic plan. **Action:** Forum Sub-Committee.

7. Status Reports

- a) CN Station - Jim Drake asked for CAPIC members to be informed as to when the proposed Splendid Cathay development at the station will go forward to LACAC and Planning Committee, in order that they can attend. **Action:** Vanessa.
- b) Gore Park Fountain - There was discussion about the proposed location of fountain, the costs of road closures and utility relocations. The recommendation about the fountains' location will go forward to City Council on March 28.
- c) GO Area Study - Regarding the study area, planning staff were directed to deal with just the area south of the station. Some members felt this area should have been expanded northward; and decision should be made on the Mokrycke study.

8. Members Reports

- a) Jim Drake said the Beasley Neighbourhood Association will hold a workshop on March 29 regarding Beasley / Downtown revitalization;
- b) Scott Maltman noted his concern about the proposed demolition of Victoria Hall and the McKay Building, at 66 & 68 King St. E. He asked if CAPIC are involved with the review of demolition applications, which they are sometimes;

9. Adjournment It was moved by Jim Drake to adjourn at 12:25 noon.vg/CAPMINMR.95

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, April 12, 1995

TIME: 9:30 a.m.

PLACE: Room 233, 2nd Floor
Hamilton City Hall

URBAN MUNICIPAL

MAY 17 1995

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held April 21, 1995
3. Downtown Revitalization
 - a) Summary of Ideas from Forums and Submissions
 - b) Items for Immediate Action
 - c) Approach for Downtown Strategic Plan
4. CAPIC Committee Review
 - a) Priorities and Future Directions
 - b) Urban Design Function
 - c) Membership Update
5. Status Reports
 - a) CN Station
 - b) James Mountain Road Project
 - c) West Harbourfront Study
 - d) Gore Park Fountain
 - e) Status of Downtown Development
6. Members' Reports
7. Other Business
8. Next Meeting - June 9, 1995

If you cannot attend the meeting, please contact Vanessa Grupe at 546-4160.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday April 21, 1995

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Gil Simmons - Vice-Chairperson
Art Lomax
Gerry Kennedy
Paul Ortmann
Mary Pocius
Jim Drake

Durand Neighbourhood Association
Alderman, Ward 2
North End Neighbourhoods
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McMaster University
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Scott Maltman
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Bill Janssen
Vanessa Grupe - Coordinator

Durand Resident
Grindstone Properties
Corktown Neighbourhood
Corktown Neighbourhood
Local Planning
Local Planning
Local Planning
Local Planning

1. Chairperson's Remarks

Russell Elman called the meeting to order, welcoming those present. He noted the recent decision to retain the Local Planning function as a stand-alone department, as CAPIC had recommended at its last meeting.

2. Minutes of March 24, 1995 CAPIC Meeting

Motion: It was moved by Jim Drake and seconded by Mary Pocius that the minutes of the March 24, 1995 CAPIC meeting be adopted as circulated. **Carried**

3. CAPIC Future Directions

a) Urban Design Function - A sub-committee composed of Graeme McTaggart, Beverley Globus, and Gil Simmons had met with staff regarding this issue on April 18. Comments from all present:

- we should review the role and future direction of CAPIC; and Planning Dept. functions, prior to fitting urban design into this;
- CAPIC established Urban Design Committee, gave it early direction; which should be revisited and reviewed;
- history and types of design work in Hamilton were discussed;
- Planning staff carry out design work; but citizens can give direction, help ensure human-scale design;
- desirable to establish policies and guidelines for design; but also vital to take action, in short term, on pressing downtown issues;
- should ask young people what they want City to be like.

It was therefore concluded:

- urban design principles, policies and guidelines contained in the Central Area Plan and other documents are to be reviewed;
- present roles of staff and citizens regarding design to be determined, and any deficiencies; future roles to be decided;
- urban design to be fit into overall work of CAPIC, not separate;
- high priority of downtown to be retained in design work;
- review of short-term projects also to be important;
- Planning staff to compile the above, for review by CAPIC.

Motion: It was moved by Jim Drake, seconded by Beverley Globus, and carried, to follow the above-noted course of action.

b) Membership Review - Vanessa Grupe noted latest membership items:

- Separate School Board has appointed a replacement for Kay Nolan, namely Leo Blain, Trustee;
- Citizens-at-large will need to go through the process the City follows for

a dozen other committees. Beverley Globus and Greg Fraleigh are to attend orientation session, and submit applications;

- No response yet from public school board, or Committee for Physically Disabled Persons;
- Not yet known how to incorporate more members in design area;
- Report to Planning Committee once all new members identified.

4. Downtown Revitalization

Gil Simmons and Paul Ortmann had met with staff as a sub-committee regarding this matter on April 19, and proposed the following approach:

- A summary of all ideas arising from the forums should be published jointly by Planning staff and McMaster. This should include an update on all actions being undertaken, and should go to the media;
- In terms of actions, it is proposed to carry out:
 - A vision - for downtown in the future (50 yrs. hence?);
 - Implementation - find a specific, achievable, tangible project or goal which CAPIC can carry out and complete, to keep momentum;
 - A strategic plan - a step-by-step plan to get where we want to.

It was agreed that both short-term, immediate actions and a long-term overall plan are important. Sources for the vision include preambles to the Central Area Plan, (both versions), and Official Plan. One possible priority project suggested was the creation of a wider section of Gage Park, through to King William St., although not all members agreed. Once staff have compiled the ideas and submissions, with assistance from members, gaps and priority actions can be identified. Small group workshops on particular issues might be useful later. Action: Staff and members.

5. Status Reports

- a) Planning Department Status - Bill Janssen noted the move to amalgamate the Planning and Building Depts. was denied by City Council. The many citizens who provided unsolicited support for the importance of an independent Planning Dept. are to be thanked. Planning will be reviewing its structure and efficiency.
- b) CN Station - A special meeting was held with the proponents, CN and Department heads. The developers are eager to take the air rights, but no longer want the station building, but want to build west of James St. This likely won't proceed.
- c) James Mountain Road Study - A public workshop was held on April 12. Durand residents attended. Durand residents feel any widening should be minimal, and pedestrians & cyclists should use the Clairmont access path at John St., to preserve the road's character. Project staff are considering adding a bike path.

- d) West Harbourfront Study - A design concept workshop was held on April 20. The Technical Advisory Committee will meet on April 26, and Jim Drake will represent CAPIC, and do a stakeholder presentation. Access to and along the waterfront is a major issue, and access is now closed in some sections. CAPIC is on record about this, and staff will provide Jim Drake with copies of the CAPIC reports to Planning Committee on west harbourfront and access to public parks.
- e) Gore Park Fountains - Council recently overturned the staff and Committee recommendation regarding its location, and voted to place it just west of Hughson Street, rather than in the roadway at Hughson. CAPIC cannot ask Council to reconsider it; this must be done by a member of Council who voted in the majority, and must be agreed to by a majority of Council.
- f) City Official Plan Review - Information on the review, as it becomes available, will be brought forward to future CAPIC meetings.
- g) GO Area Study - The Advisory Committee on GO Transit was established to address various impacts of GO train service being brought into the Hunter St. station. Staff are consolidating the design study done for the station vicinity. The Committee will meet in June to review the study, and bring the matter CAPIC.
- h) Downtown Development - A report on Victoria Hall went to Council 2 weeks ago. Staff will check on the outcome. Staff circulated copies of information packages on Victoria Hall and the Laster Block, prepared by LACAC. Staff will check with LACAC on matters of interest to CAPIC, and will obtain information on the demolition process, including the application process, notification, timeframe.

6. Members Reports

- a) Mary Pocius said the International Village BIA are continuing their assessment appeal, which will require a Freedom of Information Application; asking the Spectator to clean up their reporting re perception of the core; working on marketing vacancies; estimate a loss of \$23 M in revenue, and 105 full time jobs, from vacant ground level retail space in 1994.
- b) Scott Maltman suggested the Ferguson Avenue redevelopment plan be considered. Staff will bring an update to CAPIC on this recently completed plan. CAPIC may wish to endorse the plan, and push for funding.
- c) Gil Simmons clarified that she had resigned as Vice Chairperson of CAPIC since she felt her term was over.
- d) Vanessa Grupe encouraged members to complete the questionnaire regarding sustainable development indicators, and return it to Regional Planning staff.

7. Adjournment It was moved to adjourn at 12:10 p.m.

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1995



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, June 16, 1995

TIME: 9:30 a.m.

PLACE: Room 233, 2nd Floor
Hamilton City Hall

URBAN MUNICIPAL

JUN 13 1995

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held May 12, 1995
3. James Mountain Road - Wrap-up Discussion - Gerry Forbes, Predesign & Special Projects
4. CAPIC Committee Review
 - a) Membership Update
 - b) Priorities and Future Directions for CAPIC
 - c) Urban Design Function
5. Downtown Revitalization
 - a) Summary of Ideas from Forums and Submissions
 - b) Approach for Downtown Strategic Plan
6. Status Reports
 - a) West Harbourfront Study
 - b) Downtown Development Corporation
 - c) Lister Block
 - d) CN Station
 - e) Ferguson Avenue
7. Members' Reports
8. Other Business
9. Next Meeting - September 15, 1995

If you cannot attend the meeting, please contact Vanessa Grupe at 546-4160.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday May 12, 1995

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Gil Simmons
Mary Pocius - Vice Chair (interim)
Art Lomax
Gerry Kennedy
Jim Drake
Graeme McTaggart
James Wilson
Rick Lintack
Leo Blain

Durand Neighbourhood Association
Alderman, Ward 2
North End Neighbourhoods
International Village BIA
Hamilton Automobile Club
Metropolitan Hamilton Real Estate Board
Beasley Neighbourhood Association
Downtown BIA
Senior Citizens Council
Hamilton Society of Architects
Hamilton-Wentworth Sep. School Bd.

REGRETS

John Eyles
Scott Maltman
Paul Ortmann

McMaster University
Corktown Neighbourhood
Stinson Community Association

STAFF AND OTHERS

Alderman Caplan
Beverley Globus
Jeff Schall
Frank Orsini
Vladimir Matus
Bill Janssen
Vanessa Grupe - Coordinator

Alderman, Ward 1
Durand Resident
Corktown Neighbourhood
Downtown Resident
Local Planning
Local Planning
Local Planning

1. Chairperson's Remarks

Russell Elman called the meeting to order, welcoming those present. He noted the Hamilton-Wentworth Freenet had just started, providing access to all sorts of information.

2. Minutes of April 21, 1995 CAPIC Meeting

Several corrections to the minutes were noted. In the middle of page 3, "Gage" should read "Gore" Park. Item 5. h) on page 4 should be changed from "Laster" to "Lister" Block. Mary Pocius noted the \$23 M lost revenue mentioned on page 4 is an annual figure. Art Lomax suggested a letter of thanks be sent to Bruce Rankin for his support of CAPIC over the years.

Motion: It was moved by Mary Pocius and seconded by Gil Simmons that the minutes of the April 21, 1995 CAPIC meeting be adopted as amended. **Carried**

3. Downtown Revitalization

- a) Summary of Ideas From Forums and Submissions - Vanessa Grupe reported she is making progress on this summary, which was requested at the last CAPIC meeting. She circulated a draft copy of the summary, listing ideas by topic area, and asked for help with this task from CAPIC members.
- b) Ideas for Immediate Action - Ideas suggested by members as possible short-term actions included bringing in uses such as a leisure centre; entertainment centre.
- c) Approach for Downtown Strategic Plan - The need for an overall plan or vision for the downtown was noted, and any immediate actions should fit within the overall plan. Other cities often have an image or goal they are building around, such as heritage preservation, or boutiques or specialty retail.

Determining latent needs in downtown was mentioned eg. what services are not provided, but needed. The amount of subsidized housing to be provided in the core was discussed; and it was noted core residents are important to its health.

The overall summary of all downtown issues, ideas, concerns, actions, etc. is felt desirable, as a first step. Then, small groups could be set up to brainstorm and recommend action on individual issues. People who offered to assist staff in working on this included Mary Pocius, Leo Blain, Gil Simmons and Frank Orsini.

4. CAPIC Committee Review

- a) Membership Update - Vanessa provided a new membership list, and noted:
- Bruce Rankin is withdrawing, has identified Rick Lintack as replacement;

- approved by Hamilton Society of Architects;
- Committee for Persons With Physical Disabilities will bring our request for a representative to next meeting, in late May;
- LACAC will consider request for representative in May / June;
- Interviews for 2 citizens-at-large will be held on June 12; 3 orientation sessions were held end April; about 10 may apply;
- Report to Planning Committee once all new members identified

Representatives of organizations do not have to go through the application process, only candidates for 2 citizen member positions. A CAPIC rep. is needed to sit on interviews - Gil Simmons offered, and this was agreed to. There may be more than 2 desirable candidates, but none would be excluded from attending meetings, and there are rarely issues which come to a vote. It was suggested that all organizations be asked to formally reaffirm or appoint their CAPIC representative.

The citizen members should be identified by mid or late June. Russell suggested that in September there be elections for Chair and Vice Chair. An interim Vice Chair is needed. **Motion:** Moved by Gil Simmons, seconded by Rick Lintack, and carried, that Mary Pocius be interim Vice Chair.

- b) Urban Design Function - Vanessa presented a discussion paper on urban design, which outlined related information sources; some definitions, current Planning Dept. staff functions; past functions and priorities of Urban Design Committee; possible CAPIC functions and membership implications. Comments on this:
- area of coverage - whole City seems too much to cover;
 - design awards in past - too few good projects to choose from;
 - policies in Central Area Plan address urban design - review these; however, these are negated by zoning by-law, which is more binding. A few examples were given of projects where design in keeping with guidelines was attempted, but process of getting needed variances was too lengthy, projects died. Zoning by-law review needed to allow such design, or other approaches, eg. development permits; by-law reform; Bill 163.
 - GO Area Study is an urban design study, in downtown area - address this;

A sub-committee of CAPIC on urban design is to be formed, under Gil Simmons; with Rick Lintack and others; with Vladimir Matus, John Sakala and Vanessa as staff advisors; to prepare a vision / mission statement and a strategy.

5. Status Reports

- a) CN Station - The Station is back on the market. Splendid Cathay wanted the air rights, but later not the building. They looked at a site on the west side of James, and another near Stuart St.

- b) James Mountain Road Study - Retaining the left turn prohibition from James Mtn. Rd. to Markland is favoured. Extent of road upgrading and widening was discussed. Durand Assoc'n prefers other routes for walkers and bikes - John St. walkway & James St. steps. Asked for map of these; relation to Ferguson Ave.
- c) West Harbourfront Study - Jim Drake attended TAC meeting on April 26, and outlined Central Area Plan policies on views, vistas, Perimeter Rd., and connections. On June 20, Parks and Recreation Committee will be asked to authorize a public meeting on the proposed plan. Jim Drake is concerned this study is being carried out by Public Works, rather than Planning; and is also regarding the lack of public access through the McDonald's marina.
- d) Downtown Development Corporation - Bill Janssen said Council has asked Regional & City staff to work together to establish such a Corporation. It would receive Provincial start-up funds, and be able to raise funds, invest, and do other things the municipality cannot do. The interim Board of Directors will include BIA, CAPIC, community and other representatives. Strategic plan to be prepared.
- e) Lister Block - A study is being undertaken for the block in which the Lister Block building is located, with Victor Abraham as chair. A non-profit housing allocation has been approved, and the City is negotiating with building owners. Half the units would be at market rents.
- f) Ferguson Avenue Study - Draft report being finalized, to be brought forward soon.
- g) GO Area Study - Advisory Committee on GO Transit will focus back on station and area, instead of all aspects of projects. Committee will meet in late June (June 22) to review status of GO work and GO Area Study. Durand Neighbourhood Association AGM on June 15 will deal with GO Transit.

6. Members Reports

- a) Gil Simmons asked whether the North End West Neighbourhood is to get a PRIDE project. Staff noted the PRIDE program is finished, but will check on any such projects for that area.
- b) Russell Elman said all are invited to attend the June 15 Annual Meeting of the Durand Neighbourhood Association. After the 7:30 pm AGM, there will be presentations at 8:15 pm on status of GO Transit.

7. Next Meeting Was rescheduled from June 9 to June 16, at Russell's request.

8. Adjournment It was moved to adjourn at 12:20 p.m.

MAY 25 1995



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Transportation / Environmental Services Group

Roads Department
25 Main Street West, Suite 1000
Hamilton, Ontario L8P 1H1

Tel. (905) 546-4277
Tel. (905) 546-2453
Fax (905) 546-2385

MEMORANDUM

TO: Vanessa Grupe, CAPIC Coordinator
Planning Department
City of Hamilton

YOUR FILE:

FROM: Pamela Hubbard
Environmental Planner
Predesign & Special Projects

OUR FILE: 60.10.01.2

PHONE: 2388

SUBJECT: James Mountain Road

DATE: May 23, 1995

The following is an update on the James Mountain Road Project:

1) *Public Meeting - April 12, 1995*

Over 45 people attended (a number of people did not sign in). We did not have representation from CAPIC (that we are aware of). Members of the Durand Neighbourhood Association attended. We were able to get consensus that slope stability and drainage should be addressed as we proposed.

We did not have time at the meeting to discuss the issue of road design, lane widths, etc., but have committed to discussing this in detail at the next meeting. We are currently exploring a number of options which would require the minimum acceptable road width from a safety perspective. These options will be presented at the next public meeting.

However, the issue of providing a pedestrian walkway on the road was split between those who strongly feel it is needed and those who feel there are alternate pedestrian accesses. CAPIC had expressed the opinion that there are alternate accesses.

2) *Follow-up to Public Meeting*

Since the meeting, we have contacted the Police and confirmed that there is at least one breakdown a day on James Mountain Road. Although we could not confirm how often the emergency phone is used, we have received anecdotal information from residents at the top and the bottom who claim that motorists request to use their phone for breakdowns on a regular basis. Given that these motorists must walk to the phones, we consider it necessary to provide some type of walkway. In addition, we also feel that the issue of personal safety and isolation cannot be addressed with the stairs or the Bruce Trail options. Retrofitting the stairs for scooters and strollers is not possible because of the steep grade.

We have also held a Study Team Meeting. The Niagara Escarpment Commission representative was present at the meeting and seemed to be in agreement that a walkway should be incorporated into the design. It is not desirable to have bikes on the Bruce Trail (this is the suggested option that starts at John Street). Therefore, we will proceed with the walkway option. In addition, it was determined that any option will incorporate the most sensitive design elements possible. This may be something that CAPIC may also have an interest in since I understand that the mandate for urban design in the entire city is now included as a sub-committee in CAPIC.

The Study Team is still considering the traffic options and, in particular, the left turns to Markland Street, although some form of prohibition (either part-time or full-time) is the preferred option.

3) *Follow-up Studies*

In order to evaluate the options that have been developed, we are collecting detailed information in a number of areas:

- noise analysis to determine if noise will increase with a reconstructed road and additional bus traffic
- historical assessment of walls at top and bottom of the road
- significant features of escarpment from a natural and physical perspective (plants, animals, habitat, bedrock outcropping)
- visual assessment

We anticipate that these studies will be completed by July. We also anticipate that the Regional Transportation Review will be made available to the public in the next few months.

4) A Project Update newsletter will be circulated within the next few weeks.

5) We have decided to wait until the above information is complete before holding another workshop.

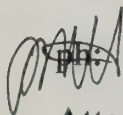
In summary, we did not have any representation from CAPIC at the meeting. We are concerned that CAPIC should have all the information available to the public and the benefit of hearing the public views. We have not received any comments from CAPIC other than the brief mention of the project in your minutes. The environmental assessment process is premised on the participation of all interested groups throughout the process. They may be used to participating at the end of other processes, however, this is not preferable from our point of view.

The most effective way to participate in the project is:

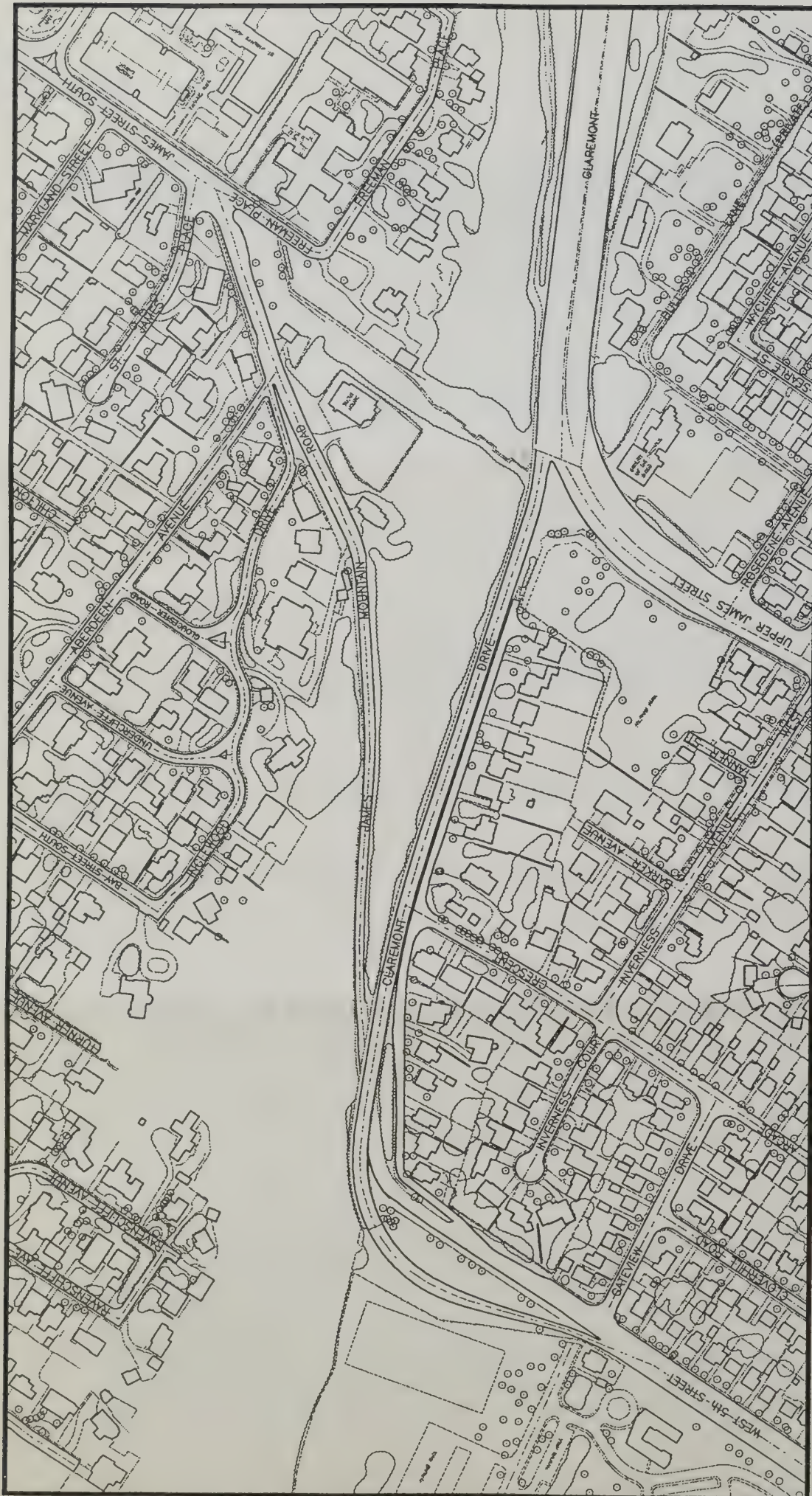
- To provide written comments to us at key points in the process so that we have a written record of concerns and issues that we should be addressing. (I have a list of all the issues that have been raised at the public meeting and through telephone or written correspondence).
- Request information that CAPIC needs to assess the project.
- If there are issues that CAPIC does not feel we have addressed, we would prefer to discuss these issues as soon as possible rather than to wait until the end of the project. Therefore, we are willing to attend CAPIC meetings if this is the most effective way to meet.

Page 3
May 23, 1995
James Mountain Road

CAPIC will be circulated all project updates and information packages from the public meetings. Attached is a copy of the information package from the April 12th meeting. If you have any questions or wish to discuss this further, please call. Thanks for your interest in the project.

A handwritten signature in dark ink, appearing to be "M. H.", is written over a circular stamp that is partially obscured.

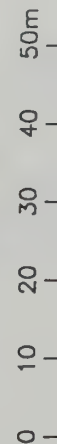
Attach: Information Package
Public Workshop #2



JAMES MOUNTAIN ROAD



THE REGIONAL
MUNICIPALITY OF
HAMILTON-WENTWORTH



Scale



Philips
Planning
Engineering
+
Limited

Why urban Europe doesn't sprawl

BY DANA MILBANK
The Wall Street Journal
Norwich, England

IT'S another busy day in metropolitan Norwich. A horse trots down a dirt lane. A pheasant skitters across a plowed field.

Sheep graze in endless meadows.

It may sound sleepy and pastoral, but this is all happening only three miles from the centre of this county capital of 250,000. The nearby downtown has more than 500 shops and 200 restaurants, an open-air market and a new mall that lures a quarter-million shoppers into the city centre each week.

Were this a North American city of similar size, the dirt lane no doubt would be replaced by a highway, the plowed field by a Wal-Mart and the meadows by a multiplex cinema.

European cities like to do things differently, partly because they have less space and partly because they have more pride in their heritage. Strict planning and greenbelt laws force a sharp division between town and country. Suburbs are few. There is no place for the urban to sprawl.

"This hasn't changed since my childhood," says Sheila Kefford, head of the Norwich Society, a civic group, admiring Norwich's green countryside. "You get the feeling Norwich suddenly ends and the country begins."

The efforts help main streets thrive and protect undeveloped countryside. The London-based Association of Town Centre Management reports that 80 per cent of Britain's retail sales are still conducted in towns, despite a crusade by food superstores, mall developers and other big retailers who want to locate outside them. In the United States, only 4 per cent of the retail market remains downtown, according to the International Downtown Association in Washington.

But preservation comes at a cost for Europe. The limits on out-of-town retailing reduce competition and retailing efficiency, causing higher prices. Looking for a Trivial Pursuit game? It will cost about \$55 U.S. in downtown Norwich. A short-sleeve Polo shirt from Ralph Lauren goes for \$90.

What's more, the protection of town centres also may be a culprit behind Europe's chronic unemployment woes. A study conducted last November said policies such as strict zoning laws "represent the most obvious and easily correctable barriers to increased employment" in retail.

NEVERTHELESS, in the past year or so, Britain and other European countries have imposed sharp restrictions on big malls and superstores, reversing a laissez-faire policy of the 1980s that caused some town centres to be ruined. British Environment Minister John Gummer signalled this year his goal of "restoring high-quality life to towns and cities."

The British Retail Consortium found that twice as many retail-

CORE VALUES / Tourists aren't the only ones with an appreciation of Britain's heritage. Businesses, for example, invest heavily to keep the hearts of many historic cities beating. Granted, they have little choice.



To a developer's chagrin, the pastoral surroundings Norwich Cathedral aren't about to change.

ers plan to locate new stores in town centres rather than outside them. "Towns have a very strong identity," says the consortium's Mark Bradshaw.

Still, towns in Britain and throughout Europe have their problems.

Norwich, for one, has its blighted sections, and some other town centres have been ruined. In the process of preserving that identity, planners and preservationists conspire

against a population that would prefer greater convenience and

lower prices.

The Norwich Society's Mrs. Kefford admits that, given the choice, many consumers would flock to out-of-town superstores and malls. But Britain's big retailers, which long ago vanquished most mom and pop shops, have their major investments in the city and prefer not to leave.

Britain's strict planning rules, begun in 1947, include greenbelts surrounding many towns that virtually forbid development. Each proposed develop-

ment faces a web of committees and inquiries that could go all the way to the environment minister and the House of Lords.

Even if a town approves a development, a neighbouring town can appeal. "Developers hate it," says Sally Scarlett of the Association for Town Centre Management.

Planners use their powers to the fullest in Norwich, a picturesque East Anglian town on a bend in the River Wensum, with a Norman castle and cathedral

and 32 pre-Reformation churches. Since 1981, the city council has killed no fewer than 26 proposed out-of-town retail projects. It also has blocked some in neighbouring towns, by appealing to London. So strict are city planners that they won't allow shops to use metal shutters at night to prevent break-ins. The town has 1,500 listed buildings that can't be altered without permission.

NORWICH has no official greenbelt, but its policies amount to an informal one.

For example, it allows stores selling "bulky goods" such as food and furniture outside downtown (there are a half-dozen food superstores in the area) because their offerings are easier to carry by car. But smaller goods are limited to downtown. Norwich is now fighting a 10-screen multiplex and succeeded in having it reviewed by London after a neighbouring district approved it.

Toys 'R' Us, which has located 41 of its 49 British stores out of town, has tried repeatedly to build a store in the area. It would bring 150 new jobs but has been rejected consistently by Norwich and its neighbours.

Mike Loveday, a Norwich planner, wants the toy retailer to use vacant space in the centre. "They're going to have to knuckle down and be where we want them to be," he says.

Downtown Norwich is now largely given over to pedestrians, and there are seven park-and-ride sights on the perimeter.

The city has succeeded in bringing some would-be satellite stores into downtown. Sainsbury, which lost a bid for an out-of-town superstore, built one instead just outside the medieval walls that, with the river, define the square-mile core area.

Most important, Norwich built a 400,000-square-foot underground shopping centre, called Castle Mall, alongside the city's castle in the heart of downtown. The five-level mall opened in September, 1993, and looks like hundreds in North America.

The rewards of Norwich's efforts:

- It has kept 95 per cent of nonfood sales in the town centre.
- Britain's big retailers are all here, and the commercial occupancy rate, except for the new mall, is 95 per cent.
- So are the shoppers. On a recent weekday, thousands of them crowded the city's open-air market, its Victorian arcade, its mall and its six department stores.

Granted, there is a downside — difficult parking and terrible traffic. But most shoppers seem willing to pay more to protect their lifestyle.

Phillip Kerrigan, after buying a toy for his daughter at a pricey Langley's shop, says he isn't sorry the Toys 'R' Us application was killed. "I'd come into the city anyway," he says. "I want it to be a going concern, not a row of empty shops."

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1995



PLANNING AND DEVELOPMENT DEPARTMENT

City of
HAMILTON

71 Main Street West, Hamilton, Ontario L8N 3T4 (905) 546-4221 Fax (905) 546-4202 TDD-546-2448

August 17, 1995

URBAN MUNICIPAL

TC-CAP(A)

TO MEMBERS OF CAPIC

SEP 6 1995

Dear Sir / Madam:

Re: Upcoming Meetings of Interest to CAPIC

GOVERNMENT DOCUMENTS

You are invited to attend the following meetings:

- **Regional Transportation Review** - A special meeting of CAPIC members and other representatives of neighbourhood associations to present the study will be held on **Monday, August 28, at 6:00 p.m. at the Self Help Centre** (see attached notice and summary).
- **West Harbourfront Study** - CAPIC members are invited to a meeting on this matter on **Wednesday, September 6, 1995 at 7:00 p.m., in Room 233 at City Hall** (see attached notice). This will be a joint meeting with LACAC and two other committees, to present and discuss the concept plan, which is anticipated to be finalized by late October.
- **Next Regular Meeting** - The next regular meeting of CAPIC is scheduled for **Friday, September 15, 1995 at 9:30 a.m., in Room 233**. Items for discussion will include the above-noted items, as well as other business arising and new developments. An agenda package for this meeting will be sent out early in September.

It is hoped that members of CAPIC are able to attend. Please note that the meetings on the two studies are being held by early September at the request of study staff, in order to meet their timeframes for public review. Also enclosed is an update on Victoria Hall, which will be discussed at Planning and Development Committee on Wednesday, August 23, 1995.

Please call Vanessa Grupe at 546-4160 should you wish to discuss these matters, or should you require any further information. Thank you.

Yours truly,

Vanessa Grupe

Vanessa Grupe, Coordinator
Central Area Plan Implementation Committee

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REGIONAL TRANSPORTATION REVIEW

OPEN HOUSE AND PUBLIC MEETING

Interested citizens are invited to an open house and public meeting to discuss the Regional Transportation Review, to be held :

DATE: Monday, August 28, 1995
TIME: 6:00 p.m. Open House
7:00 p.m. Presentations and Discussion
PLACE: Self Help Centre - Auditorium
(Former West Avenue School)
255 West Avenue North, corner of Barton Street

Displays will be available for public viewing beginning at 6:00 p.m. A presentation regarding the study will be provided at 7:00 p.m., by Bill O'Brien of Transportation Services, followed by a question and answer period. The discussion should conclude by about 9:00 p.m.

For your information, the main entrance to the Self Help Centre is located on West Avenue. The Centre is opposite General Hospital, and located on the Barton Street bus route. Some parking is available in the lot to the rear of the building, as well as on the street.

Attached is a summary of the study recommendations and timeframe for public review. For further information, or to view a copy of the draft final report, please contact Andrew Head at 528-4200, from 8:30 a.m. to 4:30 p.m., or Ms. Carolyn Bish, also at 528-4200, both located at the H.S.R. offices at 330 Wentworth Street North.

Should you have any questions concerning this meeting, please contact Vanessa Grupe of the Planning and Development Department, at 546-4160. We hope you take this opportunity to review the study recommendations, and provide your comments and input.

STUDY RECOMMENDATIONS

The Regional Transportation Review has developed specific recommendations towards the adoption and implementation of the Plan. These recommendations are as follows:

- That Regional Council endorse the Roadway, Public Transit, Bicycle, Pedestrian and Parking plans and policy directions outlined in the Regional Transportation Review.
- That a downtown core area strategy be adopted which incorporates:
 - i) Diverting through vehicular and truck traffic to alternate bypass routes, around the core area.
 - ii) Greater priority for pedestrian, public transit and bicycles on downtown roadway rights-of-way.
 - iii) Parking policies which favour short-term business-oriented parking over all-day commuter-oriented parking.
- That the following strategy be adopted for Regional roadways crossing the Central Escarpment:
 - i) The Claremont Access be maintained as a Regional Road and the major vehicular route with long term improvements to Upper James Street between Inverness Avenue and Fennell Avenue.
 - ii) Beckett Drive, Sherman Access and Kenilworth Access be maintained as Regional Roads with minor geometric and operational improvements where appropriate to enhance vehicular capacity.
 - iii) James Mountain Road be maintained as a Regional Road with a basic two lane cross-section for vehicular traffic and two-way transit operations at all times.
 - iv) The Jolley Cut be maintained as a Regional Road with future provision for an express bus corridor and a bicycle route.
- That an initial stage of the Hamilton Perimeter Road as far west as Bay/Queen Street be implemented in the short to medium term to provide a bypass route around the north-west quadrant of the central area and that subsequent stages of the Hamilton Perimeter Road be further assessed in the longer term in consideration of future development needs and funding availability.
- That the Region and McMaster University jointly develop a detailed transportation strategy for improved access to the campus.
- That a new roadway crossing of the Niagara Escarpment in the vicinity of Fruitland Road not be included in the Region's Transportation Plan.

- That Neighbourhood Traffic Calming Projects be undertaken in cooperation with residents and local governments for those neighbourhoods where through traffic on local streets is causing significant problems.
- That the Region and the Area Municipalities develop an acceptable plan to establish a single jurisdiction for Regional transit service levels and to provide more uniform financial support for Regional transit across the urban area of the Region.
- That the Region, in consultation with the Area Municipalities and the Provincial Ministry of Transportation, finalize a plan for significantly rationalizing the current Regional Road Network and the staged implementation of these changes.
- That the Region and Area Municipalities undertake a review of institutional arrangements for delivery of transportation services with a view to establishing a more effective approach.
- That the Region ensure leadership by example by establishing a Travel Demand Reduction Program for Municipal Employees.
- That the Regional Planning Department review the Transportation Plan to identify areas where changes should be made to other official documents.
- That the Region continues to implement the Regional Bicycle Master Plan (as amended to be compatible with the road and transit strategies) with provisions for safe access to the Central Area across Highway 403 and across the Central Escarpment as a priority.
- That Regional Council work with the Area Municipalities to develop and implement effective parking policies and programs that seek to encourage the short term business and shopping parking and discourage the all-day employee parking.

PUBLIC CONSULTATION PROCESS

The Regional Transportation Plan provides a comprehensive approach to changing the transportation system and our own travel habits in order to support long-term goals for sustainable development. The Plan will ultimately impact all members of the community and it is essential that it is well understood and has the support of the citizens of the Region. Consultation on the implementation of specific aspects of the Plan will be ongoing. However, at this time it is important that special interest groups and the general public have opportunities to participate. Specific opportunities include:

- Meetings with a wide variety of special interest groups.
- Study reports are available. Summary reports will be mailed on request and technical reports are available for review at Regional offices.
- Additional meetings with groups will be held as requested.
- A general public information meeting with presentation opportunities is scheduled for the afternoon and evening of October 2, 1995 at the YWCA Auditorium at MacNab and Hunter Streets in downtown Hamilton.

For further information please contact:

Mr. Bill O'Brien
Mr. Andrew Head
Mrs. Carolyn Bish

at (905) 528-4200

or write to:

Regional Transportation Review
330 Wentworth St. North
Hamilton, Ontario L8L 5W2
FAX: (905) 528-5410



PLANNING AND DEVELOPMENT DEPARTMENT

City of
HAMILTON

71 Main Street West, Hamilton, Ontario L8N 3T4 (905) 546-4221 Fax (905) 546-4202 TDD-546-2448

August 17, 1995

TC-CAP(A)

TO MEMBERS OF CAPIC

Dear Sir / Madam:

**Re: Notice of Special Meeting Regarding
West Harbourfront Development Study**

You are invited to a meeting to review and discuss the concept plan arising from the West Harbourfront Development Study. This meeting will be held:

DATE: Wednesday, September 6, 1995
TIME: 7:00 p.m.
PLACE: Room 233, Hamilton City Hall

The meeting has been arranged to provide members of LACAC, the Hamilton Historical Board, the Arts Advisory Committee, and CAPIC with an opportunity to review in detail the concept plan. Bob Chrystian of the Parks Division will provide a presentation on the plan, and there will follow a question and answer period.

Public input on the plan is being sought in order that it may be finalized and taken forward to Council in late October. Therefore, you are encouraged to take this opportunity to review and comment on the components of the plan. We hope to finalize comments from CAPIC on the specifics of this study as soon as possible, preferably by the next meeting on September 15, 1995.

Further information regarding the concept plan may be obtained from Penny Ulbinas of the Parks Division, at 546-2045. Please contact Vanessa Grupe of the Planning Department at 546-4160 should you have any questions regarding this meeting.

Yours truly,

Vanessa Grupe, Coordinator
Central Area Plan Implementation Committee

cc. P. Ulbinas, Parks Division

vg / CAPIC.95



This month, Victoria Hall, 68 King Street East, was declared a National Historic Site by the Minister of Canadian Heritage, in accordance with the recommendation of the Historic Sites and Monuments Board of Canada. It is also designated under the Ontario Heritage Act.

Please also note that LACAC will be making a recommendation to the Planning and Development Committee that the owner's request to de-designate Victoria Hall be denied. Also scheduled for this meeting will be the presentation of a final report by Ben Lansink (Lansink Best & McIver Ltd., Real Estate Appraisers and Consultants) London, Ontario. Mr. Lansink was engaged by the City of Hamilton to undertake this appraisal of Victoria Hall.

The Planning and Development Committee meeting will take place Wednesday, August 23, 9:30 a.m. It is presently not known what item it will be on the agenda.

URBAN/MUNICIPAL
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1995



REA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, September 15, 1995

TIME: 9:30 a.m.

PLACE: Room 233, 2nd Floor
Hamilton City Hall

URBAN MUNICIPAL

SEP 18 1995

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting held June 16, 1995
3. James Mountain Rd. - Follow-up - Gerry Forbes, Predesign & Special Projects *
4. West Harbourfront Study - Discussion - See Attached Brochure *
5. Regional Transportation Review - Discussion - See Attached Brochure *
6. CAPIC Membership Update and Priorities for Future Meetings
7. Urban Design Actions
8. Downtown Revitalization
9. Status Reports
 - a) Downtown Development Corporation
 - b) Lister Block
 - c) GO Transit Station
 - d) CN Station
 - e) Ferguson Avenue
10. Members' Reports
11. Other Business
12. Next Meeting - October 13, 1995

Note : Discussion will focus on the items marked " * "; and then other items as time permits.

If you cannot attend the meeting, please contact Vanessa Grupe at 546-4160.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, June 16, 1995

MEMBERS ATTENDING

Russell Elman - Chairperson
Alderman McCulloch
Mary Pocius - Vice Chair (interim)
Gil Simmons
Art Lomax
Gerry Kennedy
Rick Lintack
Leo Blain
Scott Maltman
Ron Faichney

Durand Neighbourhood Association
Alderman, Ward 2
International Village BIA
North End Neighbourhoods
Hamilton Automobile Club
Metropolitan Hamilton Real Estate Board
Hamilton Society of Architects
Hamilton-Wentworth Sep. School Bd.
Corktown Neighbourhood
Senior Citizens Council

REGRETS

John Eyles
Paul Ortmann
Jim Drake
Graeme McTaggart

McMaster University
Stinson Community Association
Beasley Neighbourhood Association
Downtown BIA

STAFF AND OTHERS

Alderman Caplan
Beverley Globus
Gerry Forbes
Vladimir Matus
Vanessa Grupe - Coordinator

Alderman, Ward 1
Durand Resident
Special Projects Office
Local Planning
Local Planning

1. Chairperson's Remarks

Russell Elman called the meeting to order at 9:35 a.m.

2. Minutes of May 12, 1995 CAPIC Meeting

Motion: It was moved by Leo Blain and seconded by Ron Faichney that the minutes of the May 12, 1995 CAPIC meeting be adopted. **Carried.** Non-profit housing was discussed, in light of the new Provincial government. Gerry Kennedy noted the report Developing Innovative Affordable and Non-Profit Housing, from Regional Planning Dept.

3. James Mountain Road Study

Gerry Forbes, Project Manager with the Special Projects Office, gave an overview of study status, issues and solutions. The following problems / issues are being addressed:

- Pedestrian Safety - controversial; some people want a walkway, others don't. The Region proposing walkway, esp. for getting to emergency phone in breakdowns;
- Drainage - Storm sewers and catch basins proposed to collect water run-off;
- Slope Stability - Working with NEC to address minor failures, by such means as retaining wall; reinforced earth; and/or deep rooted vegetation;
- Traffic Safety - Collision rate is above average; people like "country feel" to road; proposed to retain 2 lanes, at 3.5 m lane width (minimum), same alignment.

The study also considered the left turn prohibition from James Mtn. Rd. to Markland. The preferred solution is non-structured eg. no curbs. Public support for both part-time and full-time prohibition; Region prefers part-time. Improvements downstream are key.

The study process from this point will include discussion with various consultants regarding impact of minor widening; vegetation; heritage; noise; and computer imaging. Another series of public workshops will be held in early August.

The committee raised several matters in discussion:

- Some information was provided on current and projected bus traffic, and more data will be provided.
- Route around St. Joseph's Hospital being reviewed for safety and physical design, as well as one-way operation of road; impact on Escarpment face to be minimized.
- Bicycle and pedestrian use is not to be encouraged here, (is not a designated route), but some people will use it. Safety concerns were expressed, if there are more pedestrians and cyclists, and more buses. Russell Elman suggested that pedestrians and cyclists be directed to the walkway at the end of John St.

The long-term use for this road, in relation to other accesses, needs to be determined, namely the role of buses, other vehicles, pedestrians and cyclists. Other existing and proposed routes for the latter two were discussed. The importance of pedestrian refuge areas was noted. All of these comments will be considered, as well as the motions.

The following resolutions were passed:

Motion: It was moved by Rick Lintack and seconded by Gil Simmons, that CAPIC

commend staff on the approach used for the James Mountain Road study, and appreciate that all the various considerations have been addressed. **Carried.**

Motion: It was moved by Leo Blain and seconded by Gerry Kennedy, that CAPIC indicate support of recommended approaches for carrying out necessary engineering improvements, to upgrade the road to minimum required standards, in terms of minimum lane widths, slope stabilization, and drainage. **Carried.**

Motion: It was moved by Mary Pocius and seconded by Gil Simmons, that CAPIC urges there be a clear statement of the long range purpose and usage of the road, in order to make recommendations regarding walkways, bicycle access and bus usage. **Carried.**

4. CAPIC Committee Review

- a) Membership Update - The interviews for citizen members were held on June 12, and Gil Simmons said there is no report yet available on the outcome. The Committee on Persons with Physical Disabilities has appointed a representative, who will be attending after the next Council meeting. Frank Orsini will serve as an alternate for Paul Ortmann, from Stinson. A report to Planning Committee on updated membership will be prepared once all positions are filled.
- b) Urban Design Function - An action plan will be prepared on this matter by the sub-committee, for the consideration of CAPIC. Scott Maltman is to be added to the list of those people interested in urban design issues, as well as Beverley Globus. One idea suggested was a series of forums on urban design, similar to the forums held on downtown revitalization.

5. Downtown Revitalization

- a) Committees Established - The 3 new committees to address downtown issues are:

Downtown Initiatives Committee - is a Regional/City staff committee to focus on downtown initiatives and issues; and coordinate and monitor Regional/City initiatives regarding downtown Hamilton.

Downtown Community Development Corporation - is anticipated to be established by City Council on July 11, 1995, having been delayed from June. CAPIC is to have a representative - Gil Simmons is interested. Members from Chamber of Commerce; Real Estate Board; B.I.A.s; banks; hotels; etc. It is an opportunity for all CBD groups to sit at one table. Initial focus area will be Bay to Wellington, Main to York/Rebecca. Ways of financing improvements being considered.

Lister Block Sub-Committee - Includes staff of five City Departments; to identify ways of retaining the Lister Block, and ensure the long-term economic viability

of building; also to have building contribute to downtown revitalization. Deals with area bounded by King William, Wilson, James and John St., and building.

- b) Summary of Downtown Initiatives / Ideas from Forums - Staff are continuing to work on summary of ideas from forums. Members who have offered to help are Mary Pocius, Leo Blain, Gil Simmons, Frank Orsini, and Beverley Globus.

6. Status Reports

- a) West Harbourfront Study - Gil Simmons said the concept plan was presented at the June 12 TAC meeting. There are some concerns about the large public garden on Cannon at Bay, and about the Perimeter Road turning south at Bay. Gil Simmons also had concerns about loud musical events which occur early on weekend mornings, with blaring noise at 7:00 a.m. She will follow up on this. There is also the unresolved issue of the CN marshalling yard. Russell Elman noted the letter of June 15, 1995, dealing with the process by which the plan was being developed. Ald. McCulloch said he would refer this matter to staff, and raise it at Planning and Development Committee.
- b) CN Station - The Station is on the market, as noted before, and Splendid Cathay have taken an option on a 15 acre site west of Queen, east of Locke, at Stuart.
- c) Ferguson Ave. Study - Recommendations being discussed by Management Team.
- d) GO Transit Improvements - The Durand Neighbourhood Association AGM on June 15 will provide an update on GO Transit work and related improvements. The Hunter Street station is projected to open on October 29, 1995. Gil Simmons said on opening day, passengers should be greeted on their return to Hamilton, not on leaving in the morning. Could Hughson St. be closed for the day? Advisory Committee on GO Transit will meet on June 22 to review status of GO work.

7. Members Reports

- a) Mary Pocius said the assessment appeal hearing will be in September or October. 100 planters have been put into the core, for beautification. There is a section of King St. with many vacant buildings and lots of new planters, which has merchants upset about City spending priorities.
- b) Gerry Kennedy noted most of the condominium unit assessment appeal has been paid back retroactively. She also commented on the Splendid Cathay plans.

- 8. Next Meeting The next regular CAPIC meeting is scheduled for September 15, 1995. If additional meeting(s) are needed during the summer, members will be notified.

- 9. Adjournment It was moved to adjourn at 12:15 p.m.

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THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

PLANNING & DEVELOPMENT LOCAL PLANNING BRANCH				
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STAFF				
CART. FILE				
OUR PHONE			60.10.01.2	2433

TO: Vanessa Grupe, CAPIC Coordinator
Planning Department
City of Hamilton

FROM: G.J. Forbes, Project Manager
Predesign & Special Projects
Roads Department

SUBJECT: James Mountain Road
Class Environmental Assessment

DATE: 1995 July 12

Please accept the following information as requested by CAPIC during my presentation on 1995 June 16 regarding James Mountain Road.

Transit Usage of James Mountain Road

A substantial amount of the discussion at the meeting concerned the proposed increase in bus usage and the long range plans for this roadway. Currently bus volumes on this road are as follows:

- 3 buses per hour each way in the A.M. peak;
- 3 buses per hour southbound in the P.M. peak; and
- 2 buses per hour each way in the off peak.

The draft of the Regional Transportation Review (RTR) has proposed that James Mountain Road be developed 'as a major transit corridor connecting the West Mountain area and Mohawk College with the Downtown core and the Hamilton GO Station. To accommodate two-way transit operation in the P.M. peak, the most likely option would be to develop one lane southbound for mixed traffic and one lane northbound for transit use only.'

The implication is that the number of passenger cars using this roadway will stay the same or decrease and the number of buses will increase. In the way of very general numbers it is expected that by 2021 the bus volumes would increase to 20 buses per hour in the peak periods and 10 buses per hour in the off-peak periods.

Pedestrians

There was some concern by the Committee respecting the Region's preferred solution of installing a pedestrian walkway adjacent to the roadway. The concerns included the potential mix of pedestrians, vehicles and buses and the incidence of vehicles leaving the roadway and potentially striking pedestrians.

For liability and other reasons it is still the Region's preference to accommodate pedestrians on James Mountain Road by providing a walkway. The walkway, although it will not likely be a traditional sidewalk, will provide a clearly delineated space in the road allowance that is dedicated to pedestrians. In that respect (i.e., separating the vehicular and pedestrian traffic streams) pedestrians will be provided with the same level of safety and comfort as they are on a typical urban street.

The steepness and curving alignment of James Mountain Road increases the potential for vehicles losing control and striking pedestrians. In this respect, pedestrians are less safe on James Mountain Road than on a typical urban street. However, the way to decrease the accident potential is not to prohibit pedestrians, rather it is to keep the vehicles on the roadway. This could mean roughening the pavement surface to provide better traction, improving drainage from the roadway, improving signing, and/or redesigning the roadway. All of these options will be considered and we are confident that vehicle-pedestrian collisions will not be a problem.

It is important to understand that the plan to convert this roadway into a transit intensive facility is not a part of the James Mountain Road Environmental Assessment. The EA study is to correct the problems of poor drainage, slope instability, lack of pedestrian access and substandard roadway design. While we realize that it would be irresponsible to completely ignore the long term plans for the roadway, the fact is that the end result of the EA process will be relatively unaffected by the proposal to develop James Mountain Road as a major transit corridor. Buses are currently using this roadway and since we have no plans to discontinue this practice, the design will have to accommodate buses. CAPIC should channel their comments and concerns accordingly. The contact for the RTR is Bill O'Brien of the Hamilton Street Railway.

It was extremely useful for our work that CAPIC formed resolutions outlining the Committee's position on our work. Since we have contacted CAPIC for comments, we appreciate that the Committee formed a collective opinion and not left us with a collection of individual concerns.

The next public workshop regarding James Mountain Road is on 1995 August 16 from 7:00 p.m. to 10:00 p.m. at the MacNab Street Presbyterian Church. CAPIC will be circulated a Project Update detailing our work to date and formally notifying them of the workshop.

If you have any questions or wish to discuss this project further, please contact me at extension 2433. Thank you for your interest in this project.

/gf

cc. Mr. B. O'Brien, Director of Transportation - HSR

Bicycles

James Mountain Road is not specifically mentioned in regards to bicycle traffic. However, the recommended plan is to use the Jolley Cut as the Central Escarpment bicycle crossing.

I trust this information is satisfactory for your purposes. Should you require anything further, please contact me at extension 2433.

/gf

CAPIC MEMBERSHIP

As of August, 1995

Alderman M. Caplan
Russell Elman, Chairperson
Mary Pocius, Interim Vice-Chair
Gil Simmons
Art Lomax
Gerry Kennedy
John Eyles
Graeme McTaggart
Jim Drake
Paul Ortmann
(Alternate - Frank Orsini)
Scott Maltman
(Alternate - Jeff Schall)
Ron Faichney
(Alternate - James Wilson)
Leo Blain
Rick Lintack
Karen Wood
To be determined
To be determined
Xiaoyin (Sherry) Wang
Greg Fraleigh

Ward 1
Durand Neighbourhood Assoc.
International Village B.I.A.
North End Neighbourhoods
Hamilton Automobile Club
Metro. Hamilton Real Estate
McMaster University
- Downtown B.I.A.
- Beasley Neighbourhood Assoc.
- Stinson Community Assoc.

Corktown Neighbourhood Assoc.

Senior Citizens Council

Hamilton-Went. Sep. School Bd.
Hamilton Society of Architects
Committee on Physical Disabilities
Hamilton Board of Education
LACAC
Citizen Member
Citizen Member

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: Friday, October 13, 1995

TIME: 9:30 a.m.

PLACE: Room 233, 2nd Floor
Hamilton City Hall

URBAN MUNICIPAL

OCT 12 1995

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting of September 15, 1995
3. Election of Chairperson and Vice Chairperson
- Nominations to be submitted in advance by telephone to 546-4160
4. CAPIC Goals and Priorities for Upcoming Year
5. Regional Transportation Review - Position Paper
6. West Harbourfront Study - Discussion
7. Downtown Revitalization
8. Status Reports
 - a) Downtown Development Corporation
 - b) GO Transit Station
 - c) CN Station
 - d) Ferguson Avenue
9. Members' Reports
10. Other Business
11. Next Meeting - November 10, 1995

If you cannot attend the meeting, please contact Vanessa Grupe at 546-4160.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

October 5, 1995

TC-CAP(A)

TO MEMBERS OF CAPIC

Dear Sir / Madam:

Re: Nominations for Chairperson and Vice Chairperson of CAPIC

As discussed at the last meeting, all members are invited to submit nominations for Chairperson and Vice Chairperson of CAPIC. These **nominations are to be submitted to myself by telephone, at 546-4160, prior to the next meeting on October 13.** At that time, the committee will elect persons to these offices for the present term, which extends to the end of 1997.

I will confirm whether the persons nominated are prepared to sit for the office. If you have already done so, please let me know. Thank you for your assistance in this regard. Please contact me at 546-4160 should you have any questions regarding this matter.

Yours truly,

A handwritten signature in cursive script, reading "Vanessa Grupe", is written below the "Yours truly,".

Vanessa Grupe, Coordinator
Central Area Plan Implementation Committee

vg
CAPICCOR.95



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, September 15, 1995

MEMBERS ATTENDING

Alderman Caplan
Russell Elman - Chairperson
Mary Pocius - Vice Chair (Interim)
Gil Simmons
Art Lomax
Gerry Kennedy
Scott Maltman
Paul Ortmann
Graeme McTaggart
Ron Faichney
James Wilson
Sherry Wang
Karen Wood

Alderman, Ward 1
Durand Neighbourhood Association
International Village BIA
North End Neighbourhoods
Hamilton Automobile Club
Metropolitan Hamilton Real Estate Board
Corktown Neighbourhood
Stinson Community Association
Downtown BIA
Senior Citizens Council
Senior Citizens Council
Citizen-at-Large
Physically Disabled Committee

REGRETS

John Eyles
Rick Lintack

McMaster University
Hamilton Society of Architects

STAFF AND OTHERS

Pamela Hubbard
Mary Lou Tanner
Vanessa Grupe - Coordinator

Special Projects Office
Planning Department
Planning Department

1. Chairperson's Remarks

Russell Elman welcomed the new members present, Sherry Wang and Karen Wood. Chair and vice chair will be elected at the next meeting, and members should call



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

REGIONAL TRANSPORTATION REVIEW

CAPIC PRESENTATION AT OCT. 2, 1995 PUBLIC MEETING - BY RUSSELL ELMAN

The following comments are provided on behalf of CAPIC, the Central Area Plan Implementation Committee.

CAPIC recognizes the many positive aspects of the Regional Transportation Review, including its pro-active tone, and the desirability of moving in the direction of sustainable development. CAPIC recognizes that this is a long-term plan, with a life of over 20 years. During this period, much change can be anticipated, in life styles, places of employment, employment opportunities, demographics, economic cycles, and the ability of the regional tax base to absorb costs. Therefore, appropriate approaches and flexibility should be built into the plan, as much as possible, to accommodate such changes.

CAPIC recommends the necessity of identifying immediate needs and establishing priorities, having regard to gaining the maximum effect for the minimum expenditure. Actions which favour revitalization of the downtown core will generate significant effects, and should have high priority.

As the priorities of construction or operational plans will be likely to change, to some degree, as the Region develops, there should be an annual review of the study proposals. Major expenditures or significant operational changes should be given public exposure in the form of workshops, displays, or similar opportunities for public participation. As a result, citizens of the Region, and municipalities, in their budgeting process, might more readily approve plans and proposals, which might not be endorsed if outright approval of the *total* plan is sought at this time.

It is important to maintain a sense of proportion in considering the problems and the proposed remedies. Traffic volumes will certainly increase in future, but there is certainly nowhere near the congestion in Hamilton as that experienced in other large metropolitan cities. Congestion may occur, but its duration is relatively short. We must be satisfied that the remedies, either in terms of construction or operational changes, are in balance with the weight of the problem, and acceptable in terms of their effect on other aspects and locations. In other words, the solutions should be in keeping with the magnitude of the problems.

CAPIC has identified a number of areas of particular concern related to the central area:

- Mountain Access Roads
- Herkimer Street and Charlton Avenue
- Hunter Street
- Perimeter Road
- Exclusive Bus Lanes
- Traffic Calming
- Bicycle Routes
- Central HSR Bus Terminal

We feel, however, there is a need for focused public forums, to review the extensive implications of the areas of most concern. CAPIC suggests individual forums be held on each of the following:

- 1) Parking;
- 2) Through traffic in the downtown;
- 3) Through traffic in neighbourhoods;
- 4) Bus facilities and operations; and,
- 5) Pedestrian facilities; including sense of safety, security, and impact on environment pollution.

CAPIC is prepared to assist in any way possible with the organization of such public forums.

In the meantime, on some matters, specific comments can be provided:

- Increased congestion anticipated as a result of some actions in this plan, such as narrowing of downtown arterial roads, may be expected to create additional air pollution. This does not represent sustainable development;
- The idea of directing even more through traffic to Charlton and Herkimer Streets is a concern, since the uses along these streets are primarily residential; and,
- The narrowing of King and Main Streets is a major change, with many implications.

CAPIC prefers not to provide further comments at this time on the specific recommendations of the Transportation Review, in part because members do not feel competent to address the technical merit of recommendations such as operational changes and roadway projects. Rather, since so many citizens would be affected by the recommendations, CAPIC would prefer to see public forums, focused on the areas we have noted, to enable full discussion of the impact on the entire community.

Note: The above-noted working position of CAPIC regarding the Regional Transportation Review was drafted by a sub-committee of members on September 26, 1995, which included Russell Elman, Arthur Lomax and Mary Pocius. Thanks to Arthur Lomax for developing the original outline.

Vanessa Grupe with their nominations, in advance. The chair and vice chair will help determine future priorities. Alderman Caplan recommends CAPIC set goals and an action plan for the next year.

Gil Simmons asked for clarification on the role of staff involvement, including what they do and the time allocated. Staff generate the agendas, in conjunction with the chair, prepare minutes, arrange sub-committee meetings, etc. Further details will be provided.

2. Minutes of June 16, 1995 CAPIC Meeting

Regarding membership, Frank Rosini has moved to Vancouver; no other alternate from Stinson has yet been set. **Motion:** It was moved by Gil Simmons and seconded by Art Lomax that the minutes of the June 16, 1995 CAPIC meeting be adopted. **Carried.**

3. James Mountain Road Study

Three resolutions were passed at the last meeting. Discussion focused on several issues:

Pedestrian refuge area - This is not a traditional sidewalk, but rather a multi-purpose area 1.5 m wide, for disabled vehicles; pedestrians; cyclists; snow storage; etc. The lane widths are proposed to be reduced from 3.5 m, which is the minimum standard, to 3.0 m, to help preserve the character of the road. Pedestrians and cyclists are not to be encouraged, but some are expected. If the walkway component is removed, only 1 m would be saved, since the refuge area is still needed for safety and traffic flow.

Heritage - This is the oldest local Escarpment crossing in a natural state. Period street lighting, and natural rock wall instead of guard rail, could be used. Pam Hubbard noted she would like to hear from members who have comments and suggestions regarding such design features for the road, as study staff are open to comments.

John St. Trail - The walkway at the top of John St. was felt to be a good alternative for pedestrians. This matter would be separate from the study, since it does not fall within the study mandate. The walkway is part of the Bruce Trail, and the N.E.C. would likely have to approve any trail through there. The ownership of this land will be checked.

Motion: It was moved by Art Lomax and seconded by Paul Ortmann that the possibility of improving the existing walkway between the top of John Street, along the Bruce Trail, connecting with the Claremont Access, be investigated, with a view to providing or improving a suitable walkway, to fulfil a need indicated by the present usage of this pathway. **Carried.** This resolution is to be directed to the appropriate staff.

4. West Harbourfront Development Study

The study had been reviewed by CAPIC at earlier meetings. The components of the plan

were briefly reviewed. Discussion followed on several aspects of the study:

C.N.R. Yard - It was felt the possible relocation of this yard is central to the whole plan, since the location of most other components is dependent on this. If the question is whether or not to support relocating the yard, such support could not be given by the committee, since it was felt there are too many unanswered questions. There was concern about use of the railway yard by local industries, and the impact relocation would have on them. Information needed on economic impacts on City and our industries of relocating yard. How important is heavy industry to City's future, and how does relocation of the yard relate to this.

Concept Plan - To what extent is the concept plan just a concept ? It appears it is being presented as a total package, including specifics of land use types. Concerns about loss of natural harbourfront area; high density; short timeframe.

Perimeter Road - The location and nature of the proposed road is also a key factor in the development of this area, and has implications for the City as a whole.

Multi-cultural sports park - It was noted Eastwood Park is only one possible location for this facility; concerns about loss of this area's only baseball park.

Priorities in City - The major cost associated with the project was a concern, especially in view of other needs in the City, and potential impacts on downtown.

Based on the discussion, a series of recommendations was developed, in the form of a motion moved by Mary Pocius, seconded by Paul Ortmann, and carried as follows:

CAPIC has reviewed the West Harbourfront Development Study, and provides the following comments:

- a) This plan is presented as a concept plan, subject to further refinement. However, the amount of detail provided makes it appear that the plan is a complete, specific land use plan.
- b) There are existing planning policies which provide guidance for the study area. For example, policies in the Official Plan related to the Central Area, and Official Plan Amendment 66 - Central Area Plan - outline development approaches and land use policies which differ markedly from the study proposals.
- c) The overall priorities of the City should be considered in allocating resources such as funding and development initiatives. This would include the relative priority of development in the study area and other areas, such as the downtown. There are concerns about the implications of the proposals on downtown. For example, proposed commercial areas represent undesirable competition for the struggling downtown. Implications of study proposals on the City as a whole are unknown.
- d) It is noted that the West Harbourfront Development Study would also have major implications on neighbourhoods and parks in the vicinity. This includes the loss

of existing housing; compatibility with existing housing densities, and the potential loss of Eastwood Park and other parks serving local residents.

- e) Relocation of the C.N.R. Yard is crucial to all other aspects of the West Harbourfront Development Study. It appears the City might benefit from relocation of the yards, which would offer potential for use of this area for other purposes. However, CAPIC feels that additional information is required on the impacts of the C.N.R. yard relocation, in order to properly evaluate or support this action, including:
- use of the yard by local industries, and impact of relocation on them; and,
 - the financial and other implications of relocating the yard on the City's economy and industrial base, at present and in the future.

CAPIC reserves comment on other aspects of the concept plan until the above-noted information is available regarding financial implications of the rail yard relocation on the local economy; and impacts of the study on the overall City.

- f) It is further recognized that the location of the C.N.R. yard is also critical to the location of the Perimeter Road. This road and its possible phased construction has implications for traffic flows through the downtown.

The above comments will be forwarded to Parks Division staff for their information and any comments, including any additional information which may be available.

5. Regional Transportation Review

There was a brief discussion on this matter. The open public meeting on the study will be held on October 2, 1995 in the evening, and all interest groups are being asked to make presentations. Due to the amount of time spent on the previous item, there was not sufficient time to address the study at this meeting.

A sub-committee, consisting of Russell Elman, Art Lomax, Paul Ortmann, Gil Simmons and Mary Pocius will meet to review the study recommendations, and prepare a preliminary CAPIC position, within the next week if possible. Vanessa will arrange this meeting. If suitable, the position paper will be presented at the October 2 public meeting.

6. Urban Design Function

Russell Elman noted that several members met recently with Planning Department staff, including Vladimir Matus and John Sakala on several design matters which have been suggested for CAPIC to act on. These include design awards; a study on night lighting in the central area which needs to be completed, and public education regarding design. These and other design matters will be discussed further by the CAPIC sub-committee on urban design, and a framework for discussion will be prepared.

7. Downtown Revitalization

The transcript of the downtown forums held earlier this year, sponsored by CAPIC and the Environmental Health Program at McMaster, were completed and provided to Planning Dept. staff in August, and these were distributed to members present. This information is being further summarized, and an action plan is to be prepared.

8. Status Reports

- a) Downtown Community Development Corporation - This new group has been formed, and meets again on September 27. Gil Simmons represents CAPIC, and Alderman Caplan, Mary Pocius and Graeme McTaggart also attend. The committee is still reviewing its mandate. The focus area includes the core of the downtown, BIA areas and Jackson Square. Information is being collected about actions in downtowns of other cities, as well as other inventory data.
- b) Lister Block - The funds have definitely been withdrawn by the Province, from the non-profit housing, and the project is dead, for all intents.
- c) GO Transit - October 29 is still the official opening date for the Hunter Street station, according to Norbert Sebris of GO, but there is some indication the opening may be slightly later. Staff will follow up suggestions from members about opening day ceremonies.
- d) CN Station - No meetings were held in the summer. There is mention in the West Harbourfront Development Plan about possible uses of the station.

9. Members Reports

- a) Alderman Caplan suggested CAPIC set goals for the next year, to focus efforts.
- b) Ron Faichney expressed concern that the Seniors Council holds its regular meetings on the second Friday of the month in the morning, which has conflicted with several CAPIC meetings. The next two meetings are OK. Staff will try to avoid these dates for next year. He also has concerns about many windows being boarded up in the downtown. This will be added to design issues.
- c) Paul Ortmann noted several sub-committees in Stinson, dealing with the dangerous offenders; GO Transit; and two parks.
- d) Gerry Kennedy said there has been no recent word from the Thistle Club proponents, who achieved a compromise zoning - they may wish to sell property.
- e) Karen Wood noted access for the disabled is a major issue, with regard to transportation. etc. She is interested in urban design issues, and is presently involved with the Pathways Committee.

10. Next Meeting The next regular CAPIC meeting is scheduled for October 13, 1995.

11. Adjournment It was moved to adjourn at 12:15 p.m.

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CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN MUNICIPAL

NOTICE OF MEETING AND AGENDA

NOV 10 1995

DATE: Friday, November 10, 1995

TIME: 9:30 a.m.

PLACE: Room 233, 2nd Floor
Hamilton City Hall

GOVERNMENT DOCUMENTS

AGENDA

1. Chairperson's Remarks
2. Minutes of CAPIC Meeting of October 13, 1995
3. CAPIC Goals and Priorities for Upcoming Year
4. Urban Design - Report of Sub-Committee
5. Regional Transportation Review - Further Discussion
6. West Harbourfront Study
7. Downtown Revitalization
8. Status Reports
 - a) Downtown Development Corporation
 - b) GO Transit
 - c) CN Station
 - d) Ferguson Avenue
9. Members' Reports
10. Other Business
11. Next Meeting - December 8, 1995

If you cannot attend the meeting, please contact Vanessa Grupe at 546-4160.



CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday, October 13, 1995

MEMBERS ATTENDING

Alderman Caplan
Russell Elman - Chairperson
Gil Simmons
Art Lomax
Gerry Kennedy
Ron Faichney
James Wilson
Rick Lintack
Sherry Wang
Karen Wood
Greg Fraleigh
Alderman McCulloch

Alderman, Ward 1
Durand Neighbourhood Association
North End Neighbourhoods
Hamilton Automobile Club
Metropolitan Hamilton Real Estate Board
Senior Citizens Council
Senior Citizens Council
Hamilton Society of Architects
Citizen-at-Large
Physically Disabled Committee
Citizen-at-Large
Alderman, Ward 2

REGRETS

John Eyles
Mary Pocius - Vice Chair (Interim)
Paul Ortmann

McMaster University
International Village BIA
Stinson Community Association

STAFF AND OTHERS

Dee Dee Larocque
Vladimir Matus
Vanessa Grupe - Coordinator

Black Business Womens Assoc'n
Planning Department
Planning Department

1. Chairperson's Remarks

Russell Elman opened the meeting at 9:35 a.m. by welcoming those present.

2. Minutes of September 15, 1995 CAPIC Meeting

Gerry Kennedy said her remarks on page 5, item 5 should read: "Gerry Kennedy asked whether there had been any recent word from the Thistle Club proponents. Staff will check this and the status of the zoning by-law." **Motion:** It was moved by Art Lomax and seconded by Karen Wood that the minutes of the September 15, 1995 CAPIC meeting be adopted as amended. **Carried.**

3. Election of Chairperson and Vice Chairperson

Vanessa Grupe said there had been only one nomination so far, received this morning, and no chance to ask about willingness to stand. It was agreed to defer felt this matter, since it should be addressed by all members; there are several new members who are still getting to know people; and Russell is willing to remain in the chair for another couple of months. **Action:** Staff will ask all if they are willing to stand if nominated.

4. CAPIC Goals and Priorities for Upcoming Year

Russell noted last year the priority was downtown revitalization. Public forums were held, with the assistance of McMaster, which were well received, and some follow-up was done, so this was felt to be a success. It was felt, as suggested by Alderman Caplan, that there be goals set for the next year. There should be a focus, with attainable goals / actions which can likely be carried out; as well as some "stretch" goals, which are more difficult to achieve. The following areas were discussed:

- i) Urban Design - Vladimir Matus and other staff are willing to provide time and expertise in this area, to carry forward actions. This work is proposed to be undertaken by a sub-committee, due to the addition of the former Urban Design Committee's mandate to CAPIC's. A meeting of this sub-committee will be held shortly. Several actions have been suggested, which were discussed at the last meeting, namely design awards; night lighting study; and public education on design.
- ii) Downtown Revitalization - This was a previous priority, and may remain one. The Downtown Development Corporation (D.D.C.) will be preparing a plan of action on this matter, but CAPIC may have a role to play, such as researching other downtowns; or preparing a vision for the downtown. The public forums held generated many good ideas, and the sense that something has to be done; but now there are many questions about the specifics of these, such as public / private initiatives, and the role of housing. There was discussion about the need for major attractions downtown.
- iii) Taxation - Assessment / taxes are high among priorities for D.D.C. and B.I.A.s. Is there a role for CAPIC in this, eg. to lobby Council to review the tax structure; to look at the relationship between business costs and taxes; and to support actions on taxes by others.

- iv) Parking - This continues to be an area of concern. Greg Fraleigh agreed to submit for the consideration of CAPIC his ideas on parking in the core, which he will provide to staff prior to the next meeting (or the next meeting he can attend).
- v) Real Estate - It noted this had been an issue for some time, as well as taxes and parking.
- vi) Review of Central Area Plan / Official Plan - It was suggested that it might be time to review the Central Area Plan, or at least parts of it, and to consider ensure that it provides a current vision for the downtown. Staff noted the review of the City Official Plan which has been initiated, on which CAPIC will be able to provide input on the vision for downtown and City; and the overall plan. There are also some opportunities for changing policies on the downtown, and educating Council and the public regarding the importance of the downtown. The recent review of development charges was cited. Concerns about the role of planning within the City bureaucracy were also noted, and recent changes to planning legislation.
- vii) Housing - Some members have concerns about role of housing, esp. non-profit housing. Who should be encouraged to live in the downtown ? Housing in the core is an issue.

Staff were asked to summarize the ideas discussed, and prepare an action plan. As well, a display-sized map of the Central Area will be brought to future meetings, for reference.

5. Regional Transportation Review

Russell Elman noted the discussion paper on this, included in the agenda package, was prepared by a sub-committee including himself, Art Lomax, Paul Ortmann, and Mary Pocius. This had been presented at the October 2, 1995 public meeting on the study, and a copy forwarded to study staff. Public forums were recommended on several specific areas, such as parking, through traffic, transit, etc., to enable public input on these.

Parking was discussed. It was noted that the costs of parking for mall shoppers is a hidden cost. Some of the programs to provide free or reduced-cost parking in downtown were noted. Publicity of these programs was felt to be a major problem. Taxes for parking lots are high, as well as other costs, so providing reduced rates is difficult. Greg Fraleigh, a parking provider, wants to provide input to CAPIC on this issue from his viewpoint. He will bring forward his ideas and proposals at a future meeting.

Gil Simmons and others had concerns regarding references to the Perimeter Road in the study. There are concerns about the impact of bringing the road and traffic south on Bay to King. The comments provided to date do not express these concerns about the road. Gil Simmons will bring back to the next meeting specific comments on these implications.

6. West Harbourfront Development Study

The comments and discussion by CAPIC on this matter, as contained in the September 15, 1995 minutes, were forwarded to Parks Division staff. These were briefly reviewed, and members felt that the summary provided in the minutes properly reflected discussion and resolutions passed at the September 15 meeting.

Alderman Caplan said item c) should state that "...the proposed commercial areas **may** (rather than the implied **will**) represent undesirable competition with the downtown." Art Lomax noted the committee also said the City should have first right of refusal for the CN Yard. No response has been received from study staff to date.

7. Downtown Revitalization

This item was merged with discussion on the Downtown Development Corporation.

8. Status Reports

- a) Downtown Community Development Corporation - Two meetings of the D.C.D.C. have been held since late September. An environmental scan is being carried out to collect background information on downtown. Several visions for downtown have been presented, and a sub-committee is pursuing short-term actions. Assessment is felt to be a major issue, which the D.C.D.C. will spend one third of its time on. An action plan was presented, and will be refined to be more timely. This group should coordinate all downtown actions, and is intended to be an approach to pool public and private resources.
- b) GO Transit - An article in the Oct. 13 Spectator notes the opening date for the station has been pushed back further, possibly to January, 1996, due to construction delays. Gil Simmons asked about the GO Area Study, and would like to see a meeting held on this subject around the end of October, possibly a joint meeting with CAPIC and GO Advisory Committee. Staff will attempt to respond to this. It was also asked that the approved plans for the GO Station be brought to the Committee for a look.

9. Members Reports

- a) Ron Faichney said that the present meeting dates of CAPIC, usually on the second Friday of the month, will not conflict after all with the meetings of the Seniors Council. He felt plywood panels in the windows of boarded-up buildings should be painted the same colour as the buildings eg. Lister Block Building; and old posters should be removed.

10. Next Meeting The next regular CAPIC meeting is scheduled for November 10, 1995.

11. Adjournment It was moved to adjourn at 12:10 p.m.



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